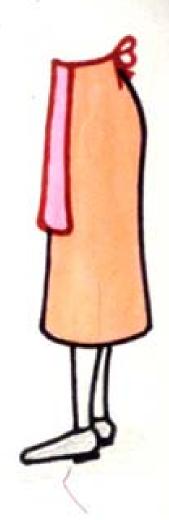




LANGUAGE & THOUGHT

DEAR, YOU CAN'T BE A POLICE MAN. YOU'RE A GIRL.





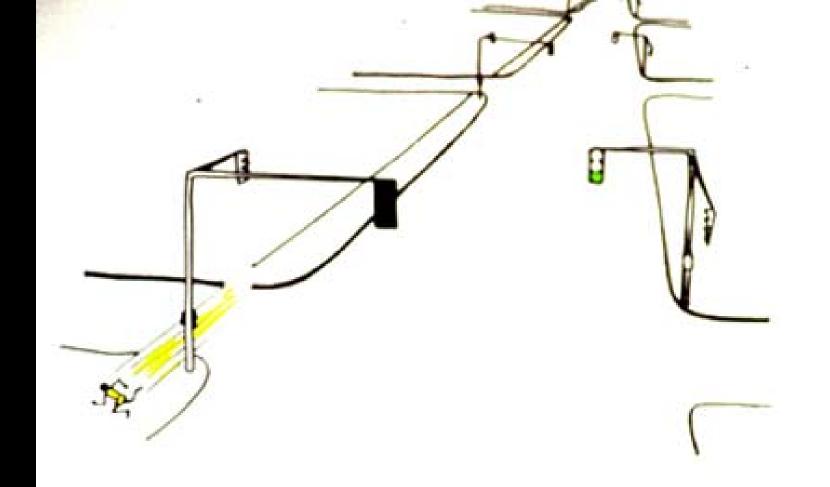
CHOICE OF LANGUAGE (SHOWING BIAS, CREATING BIAS)



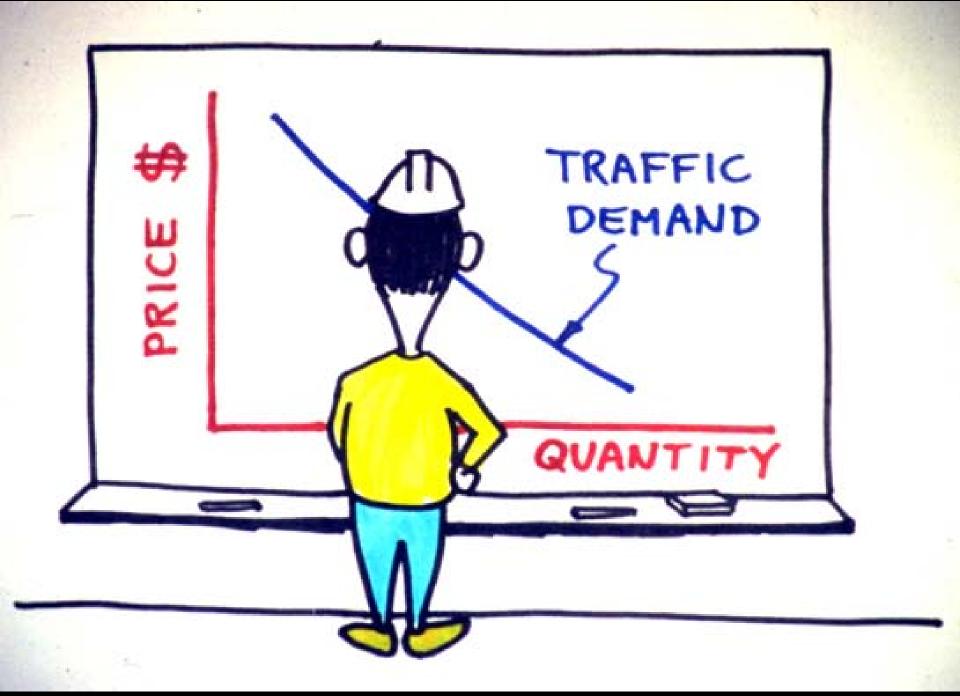


UPGRADES? SURE IT'S GOT
PLENTY. EVEN THE STREET
GOT UPGRADED TO AN ARTERIAL
JUST THE OTHER DAY.

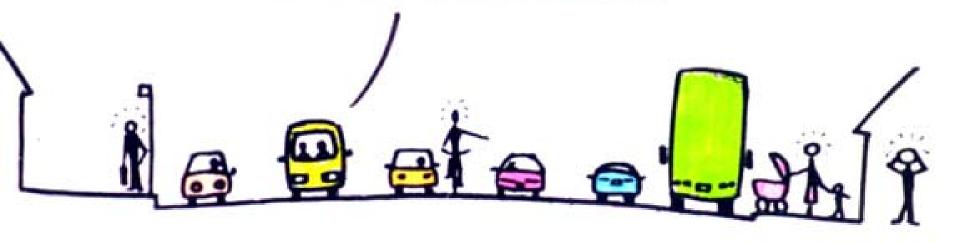




SCOTT KNEW THAT THE
SIGNALS WERE TIMED TO ALLOW
FOR THE SMOOTH FLOW OF TRAFFIC
MOVING AT 25 MPH (40 km/h)



LANES WOULD IMPROVE THE LEVEL OF SERVICE.

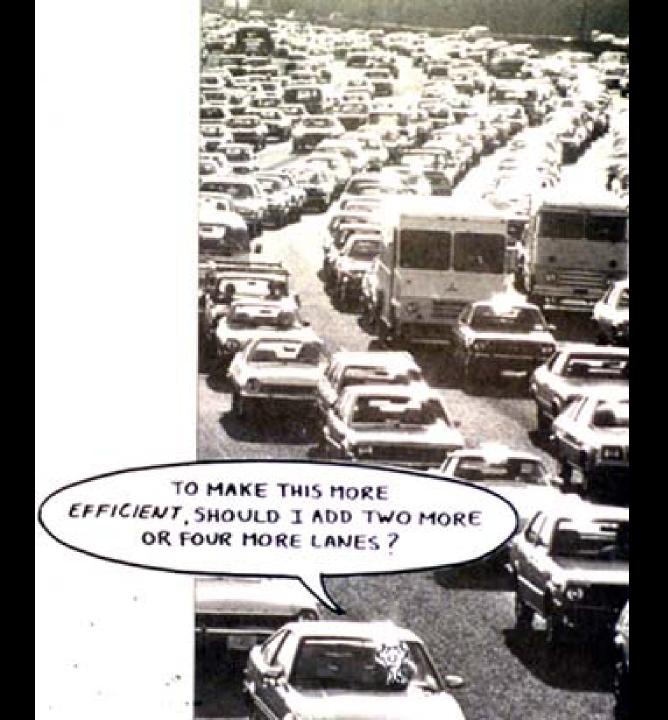




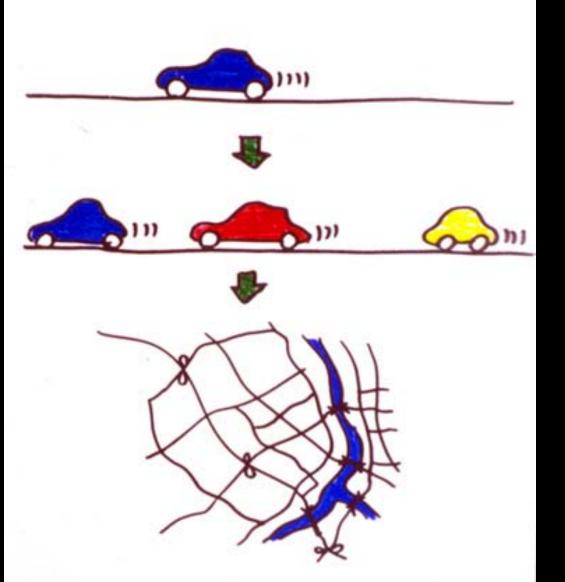
THAT PROTECTING THE RIGHT OF WAY NEXT TO JOE'S HOUSE WAS A GOOD IDEA

WE HAVE
HAD ABOUT 30,000
ACCIDENTS IN THE COUNTY
EVERY YEAR FOR THE PAST
FIVE YEARS





EFFICIENCY?



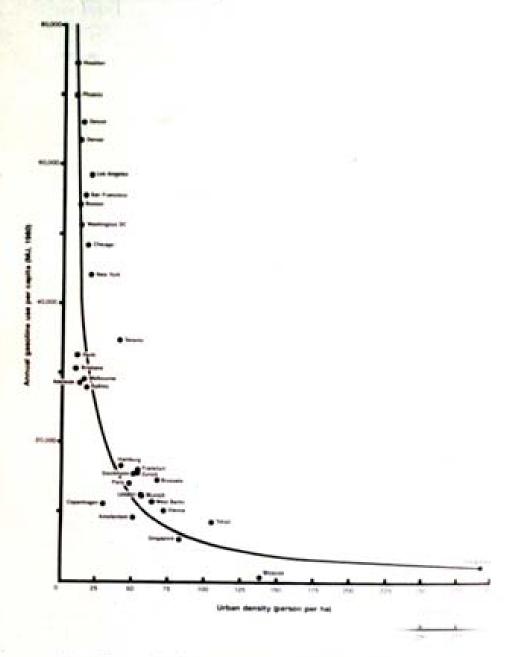
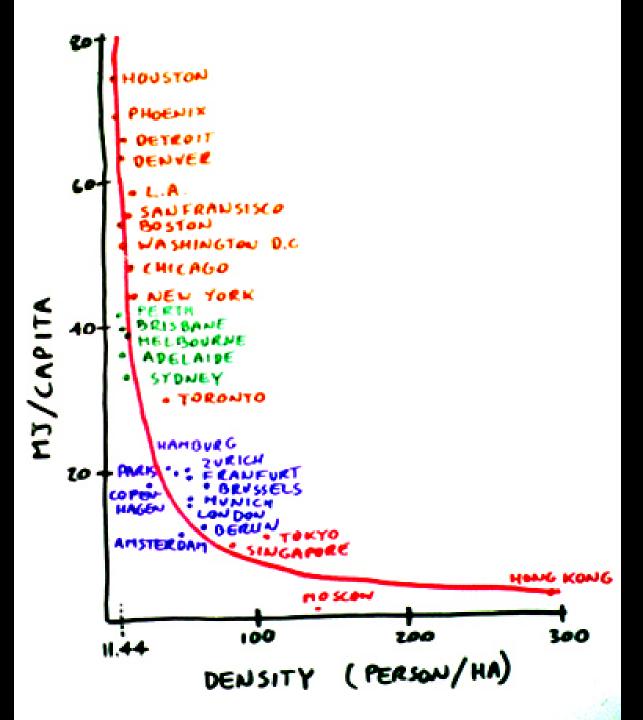
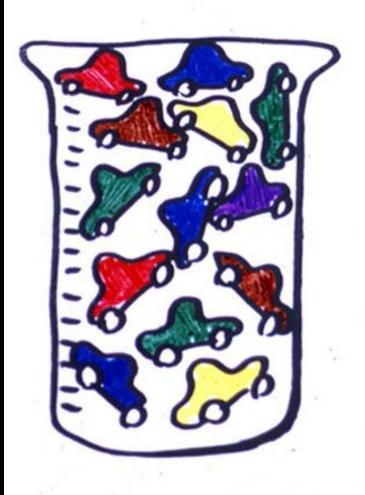
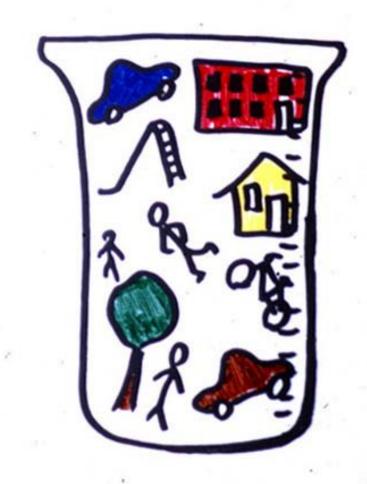


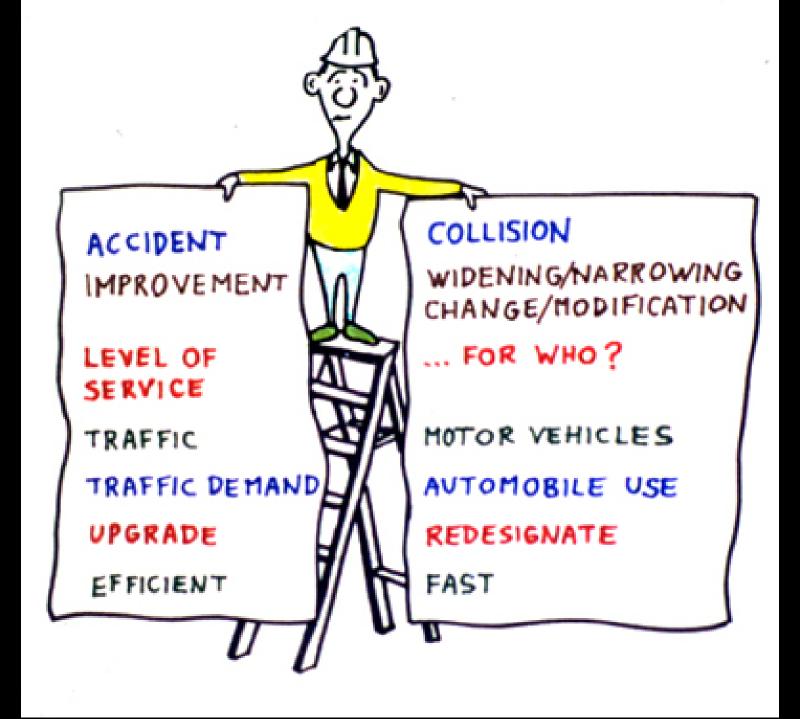
Figure 3.1 Gasoline use per capita versus urban density







CAPACITY OF



THE IMPROVEMENTS TO THE INTERSECTIONS

AND THE UPGRADING OF THE ROAD TO FOUR LANES

WILL NOT ONLY ENHANCE THE CAPACITY TO MEET FUTURE

TRAFFIC DEMANDS, BUT THE LEVEL OF SERVICE

WILL IMPROVE FROM "D" TO "B"



TRANSPORTATION PROFESSIONALS

(NEED TO BE AND APPEAR TO BE UNBIASED)

THE CHANGES TO THE INTERSECTIONS AND
ADDING TWO AUTOMOBILE LANES WILL ACCOMMODATE
THE ADDITIONAL AUTOMOBILE TRAFFIC THAT WE FORECASTED.
THE LEVEL OF SERVICE FOR AUTOMOBILE USERS WILL INCREASE
FROM "D" TO "B" DURING THE WEEKDAY PEAK HOUR
OF AUTOMOBILE USE.



CONCLUSIONS & RECOMMENDATIONS

- 1. LANGUAGE AFFECTS THE WAY WE THINK
- 2. CURRENT TRANSPORTATION LANGUAGE IS BIASED
- 3. BIASED LANGUAGE ERODES CREDIBILITY
- 4. TRANSPORTATION PROFESSIONALS NEED TO UPDATE THEIR LANGUAGE TO BE AND APPEAR TO BE OBJECTIVE
- 5. THE UPDATED LANGUAGE WILL AFFECT THE WAY WE THINK

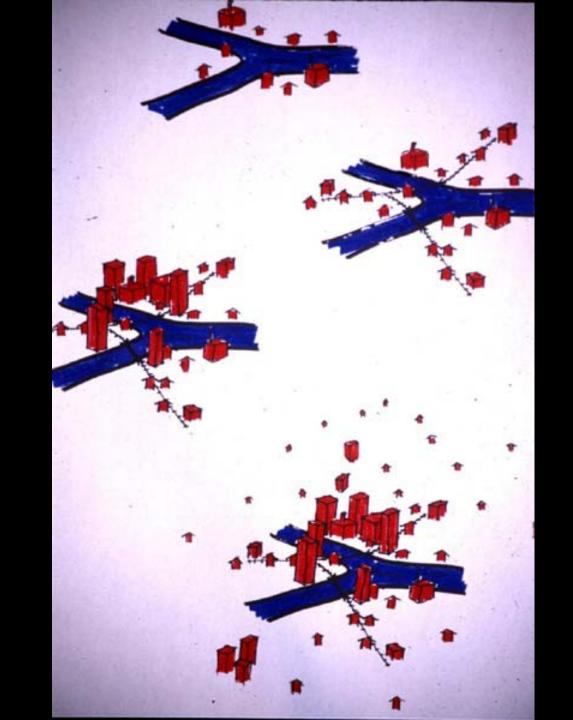


WHY DO CITIES ?



ACCESS

MOBILITY

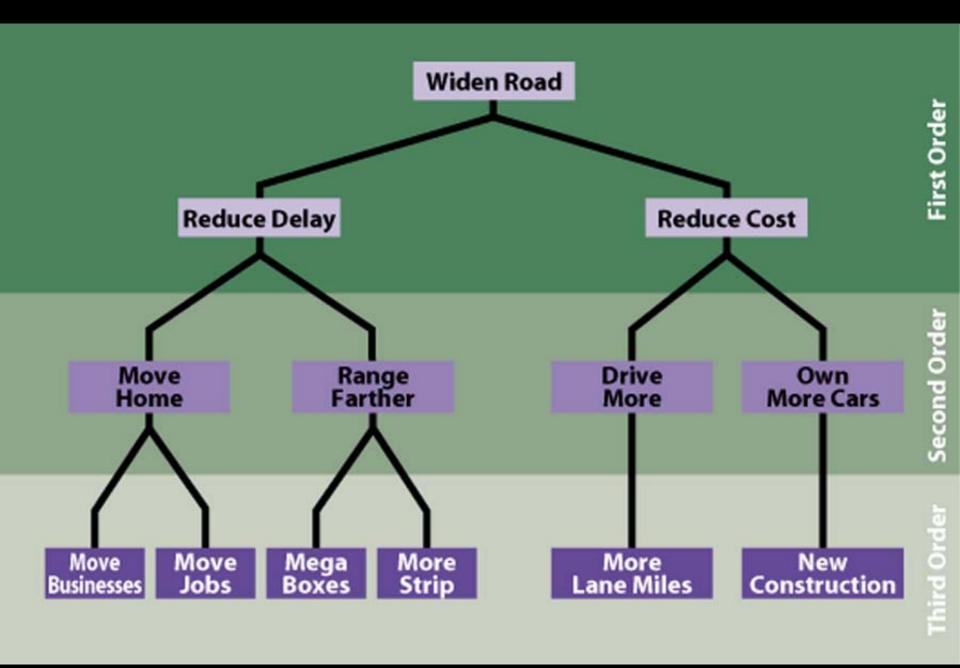


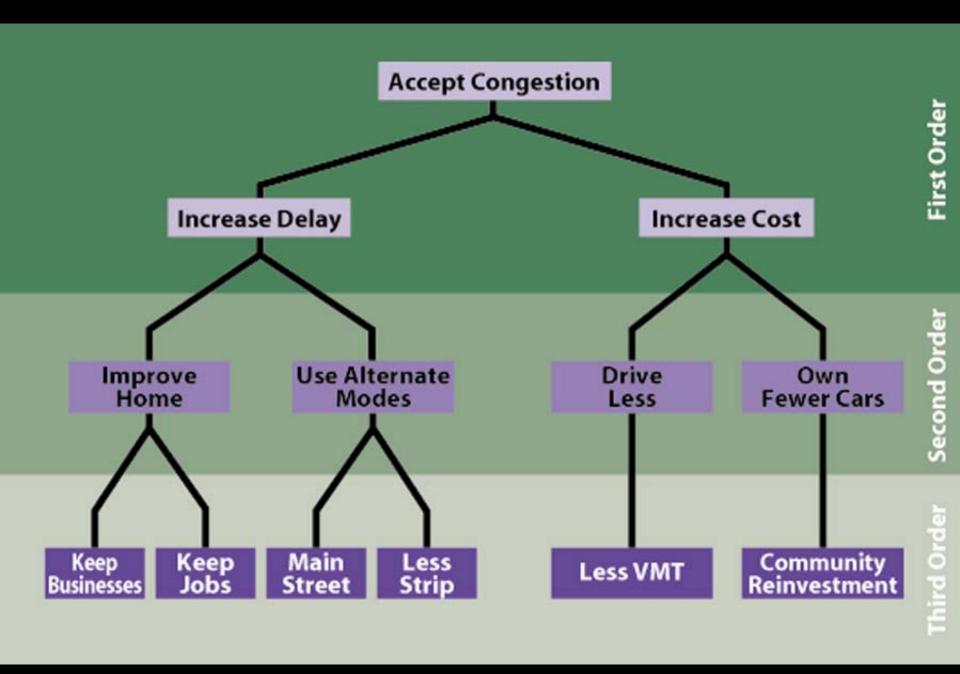
HIGH LOS

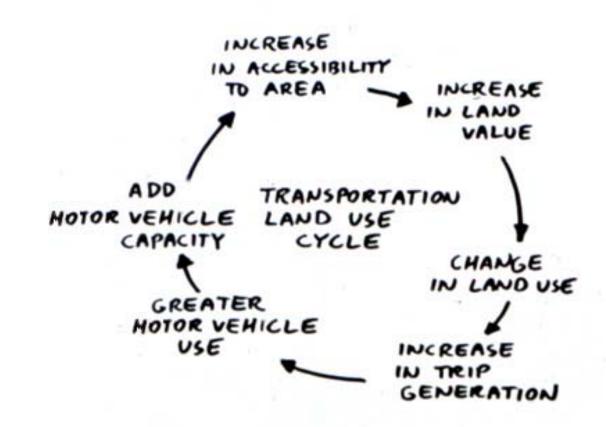


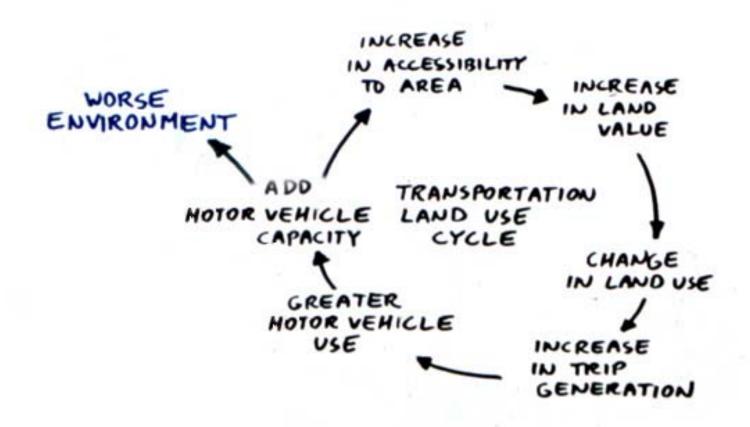
SUCCESSIVE

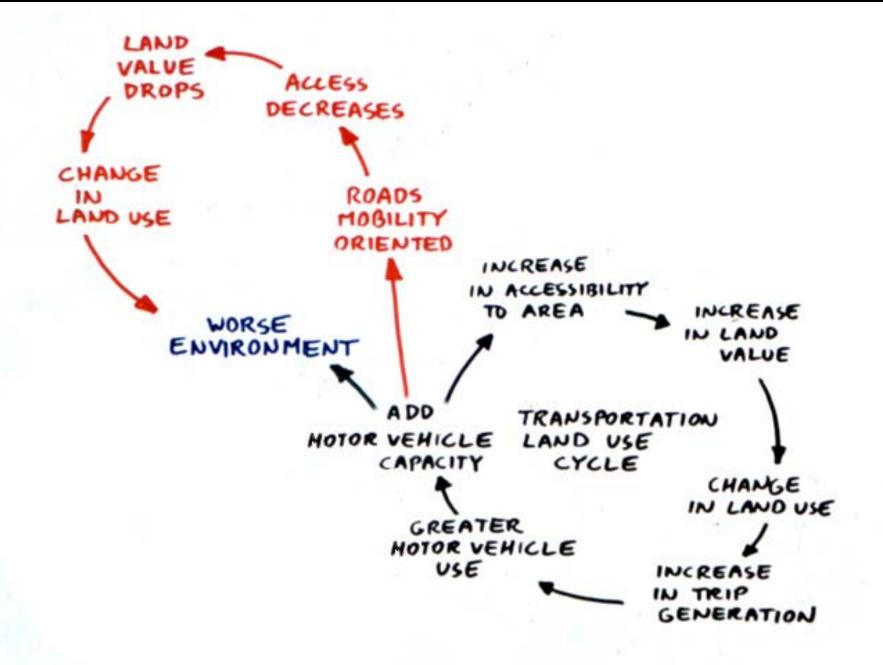


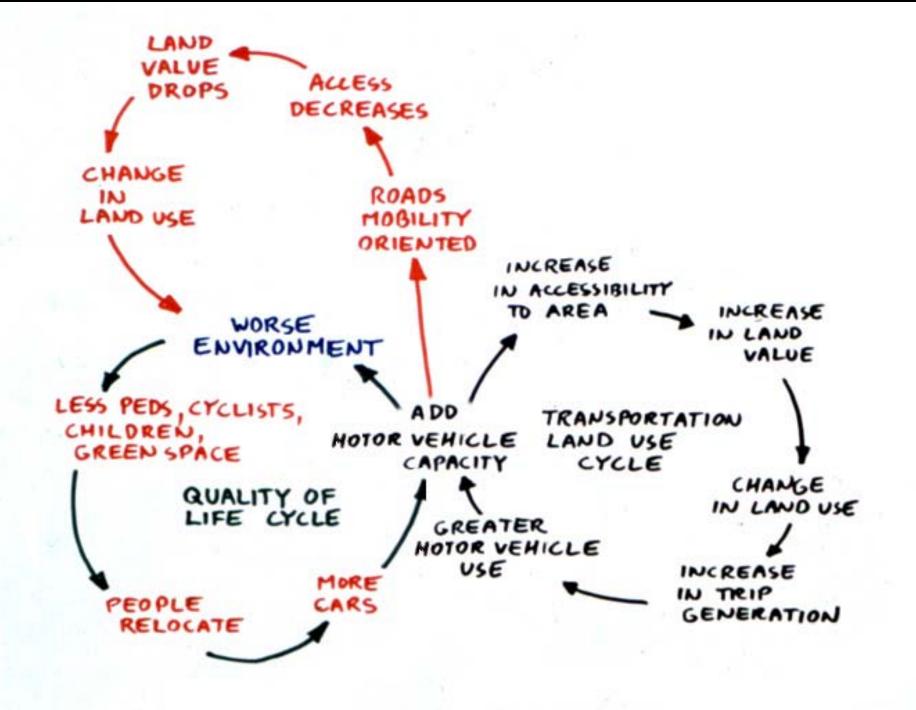




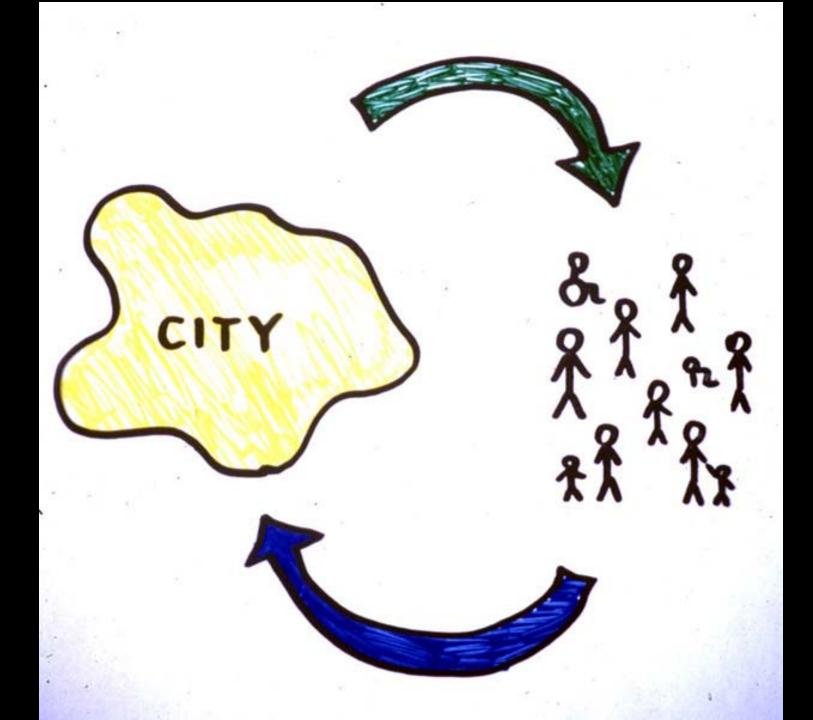


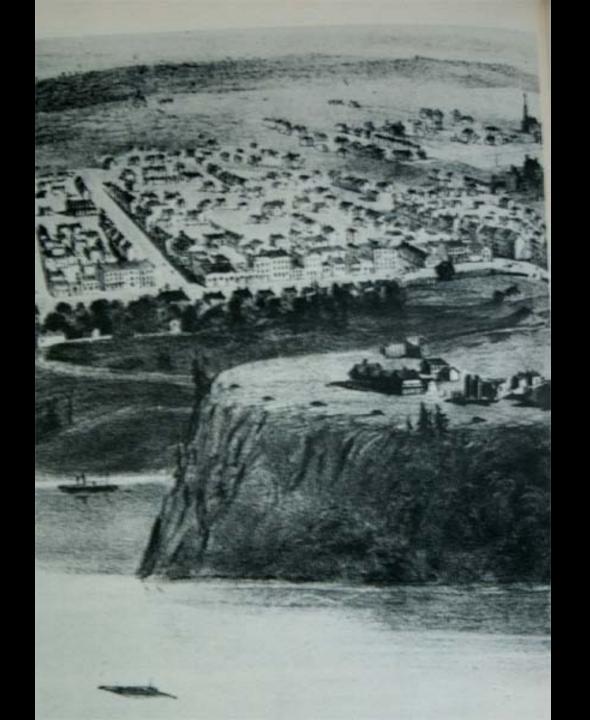


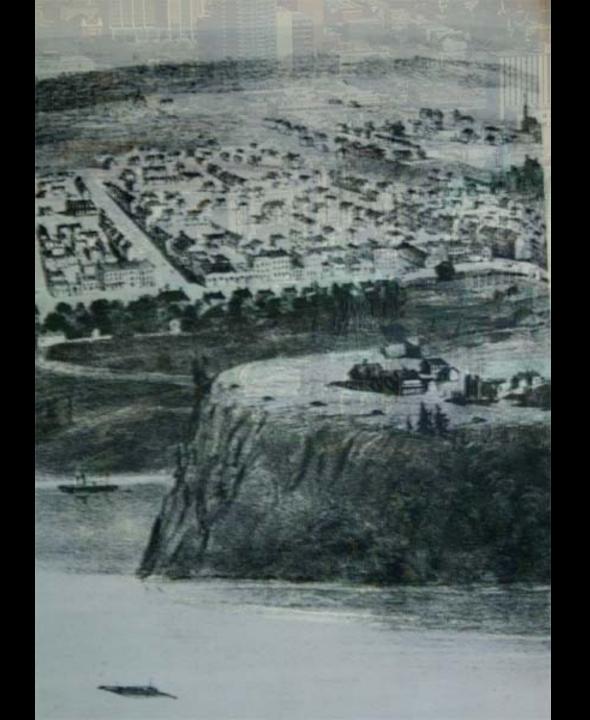


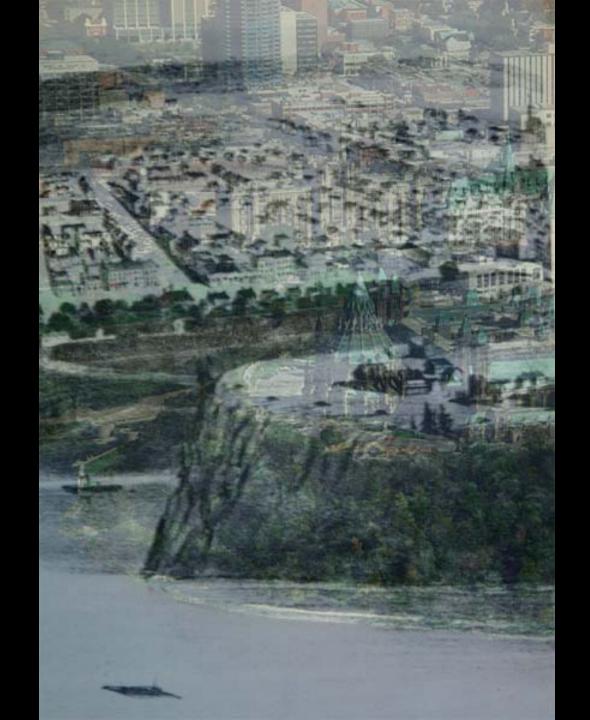


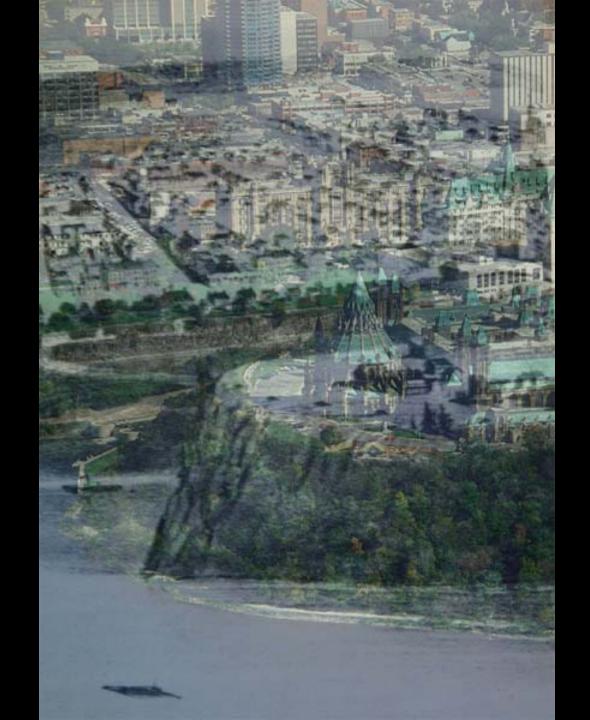


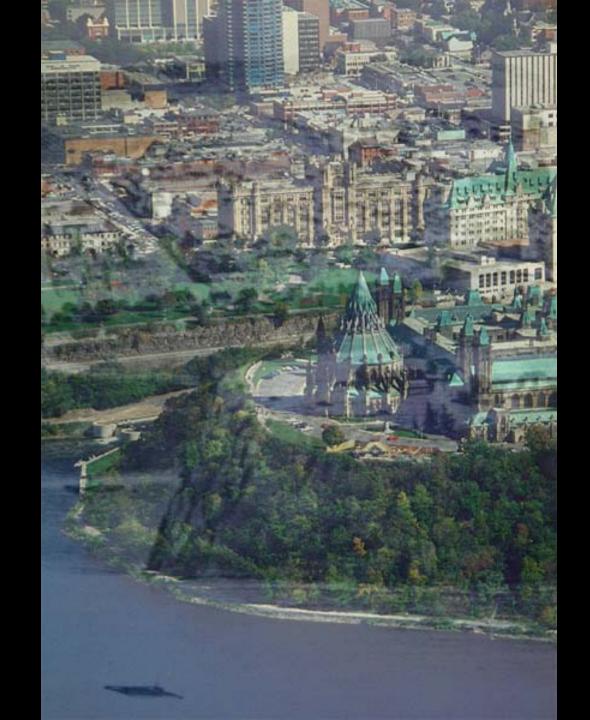


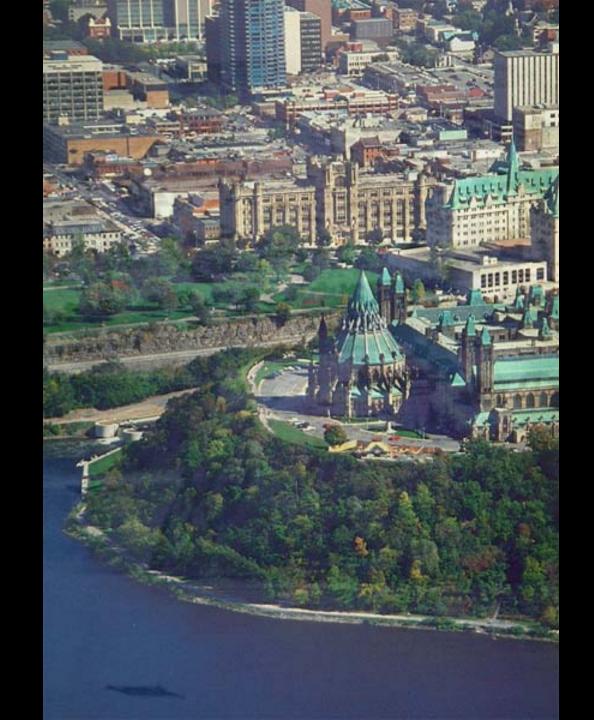


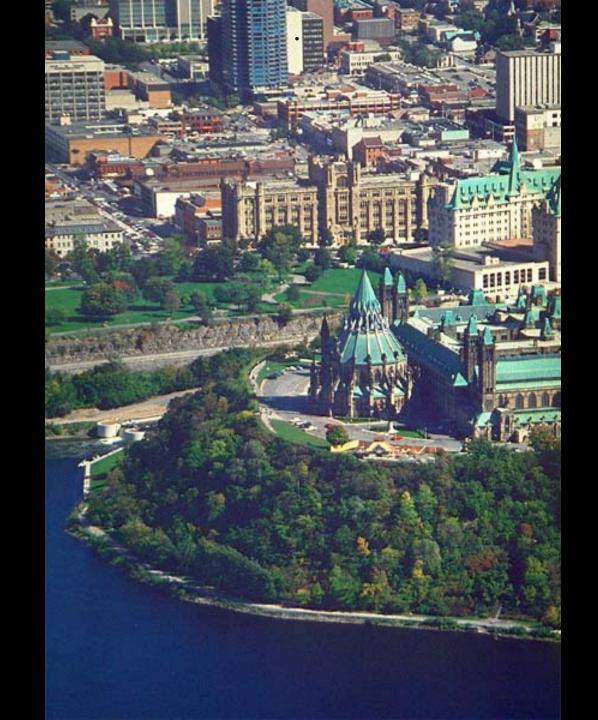










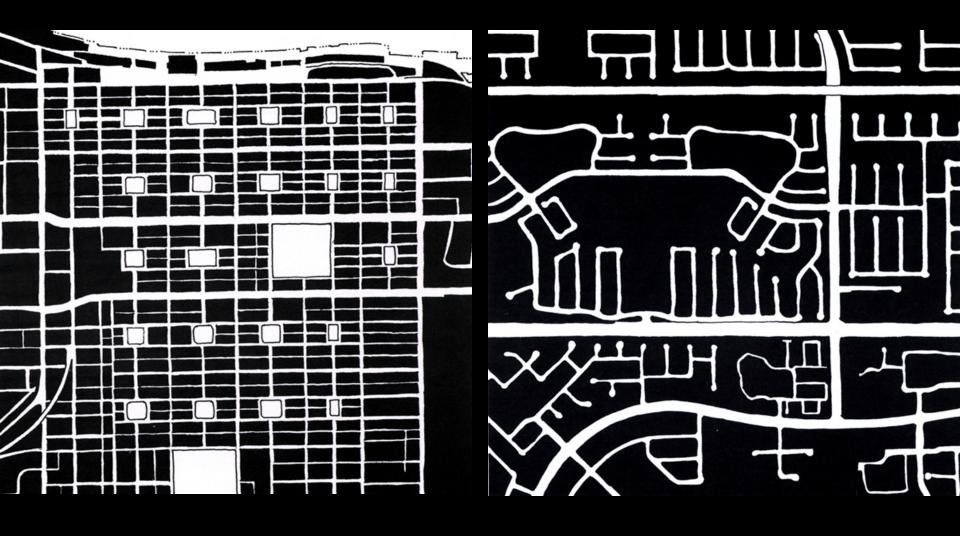


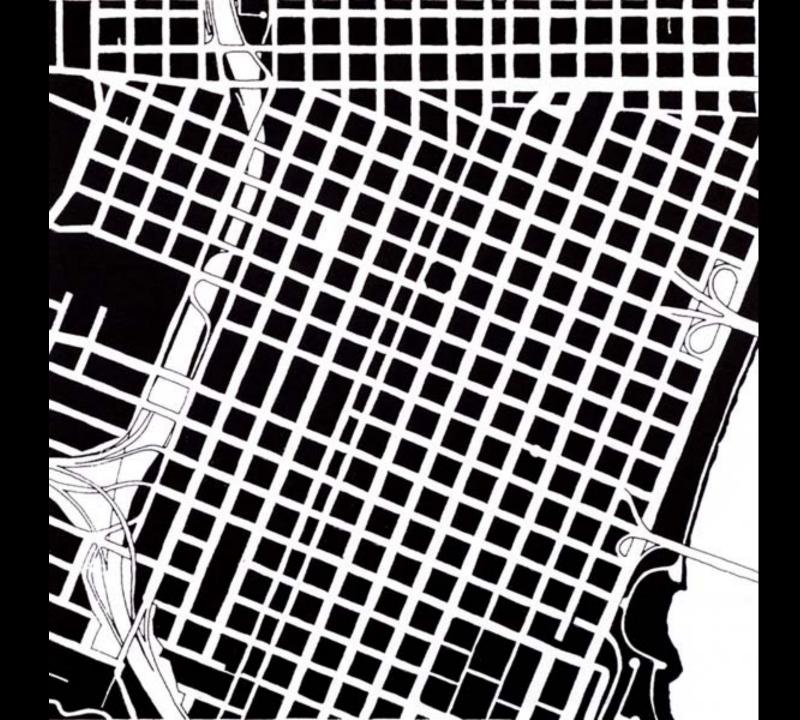


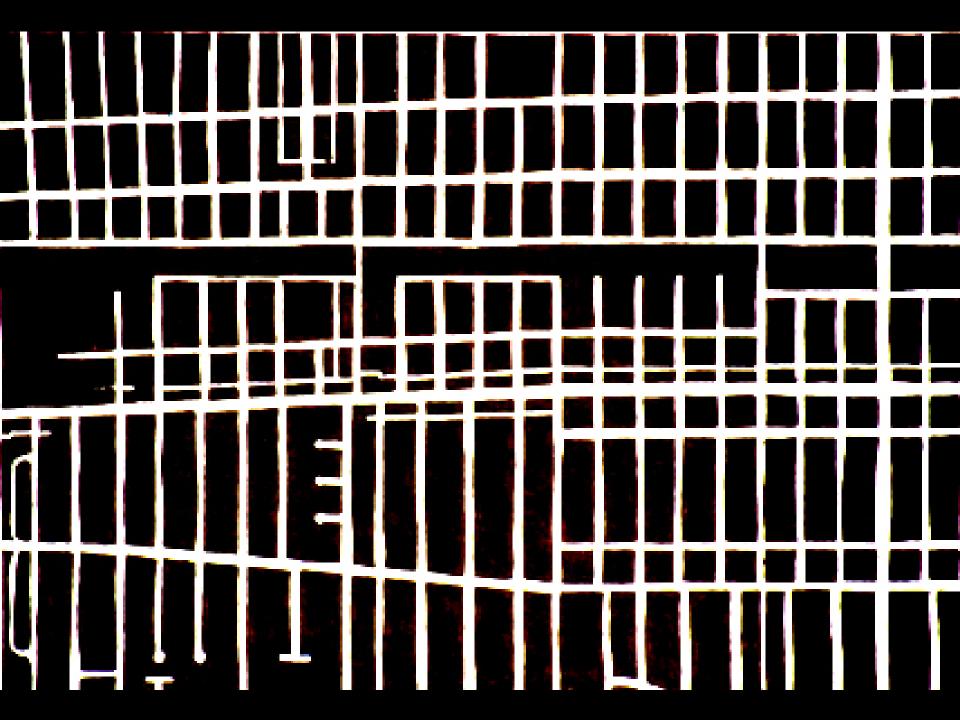




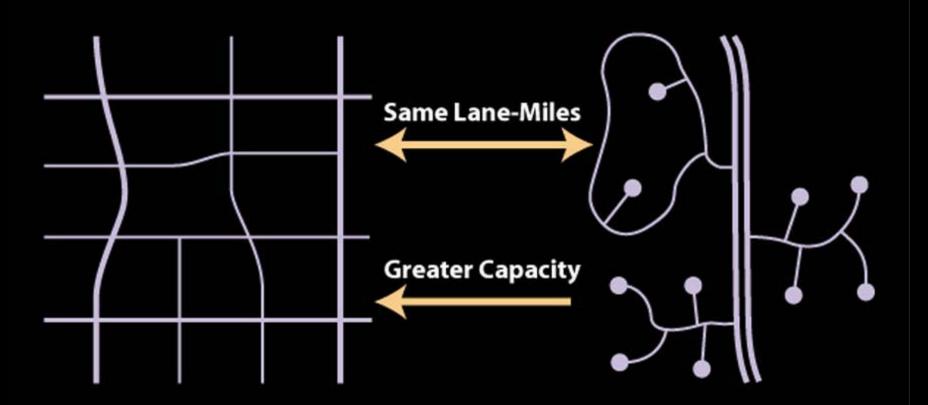






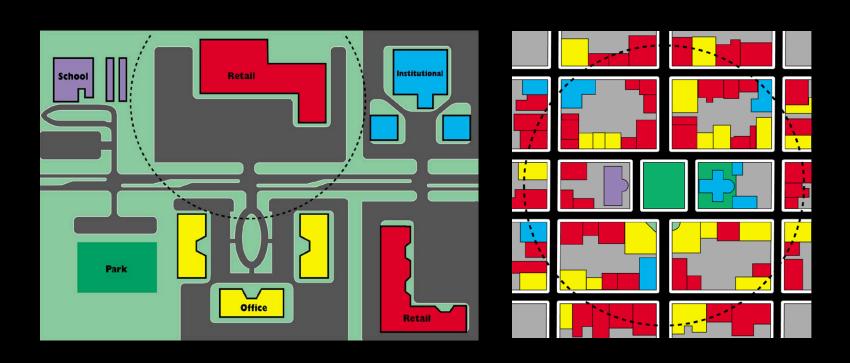


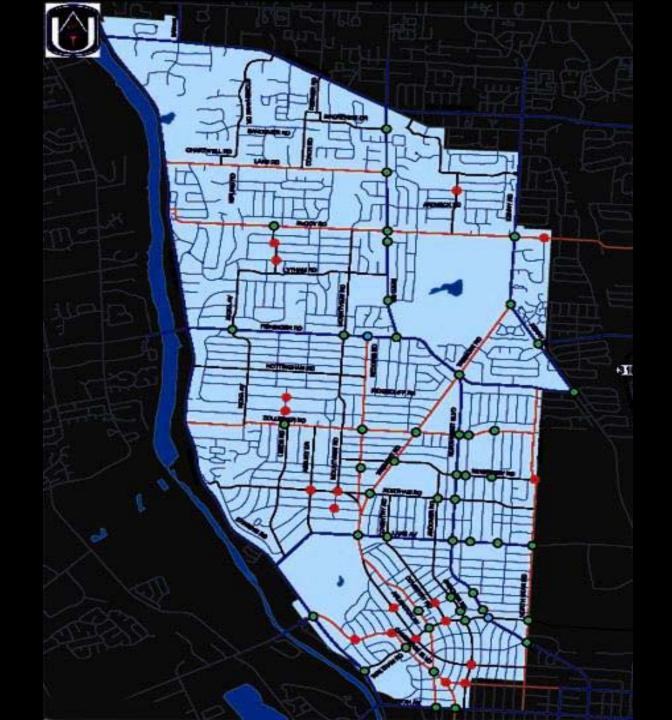


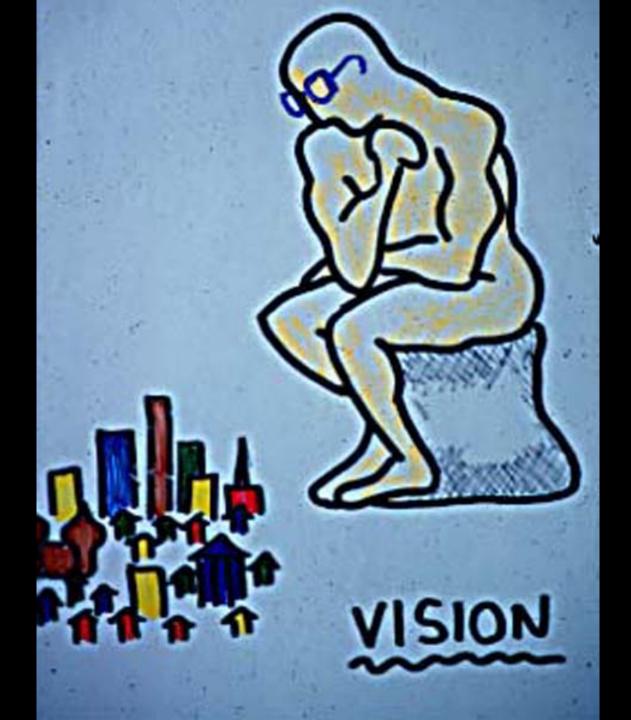


Dense Network

Sparse Hierarchy











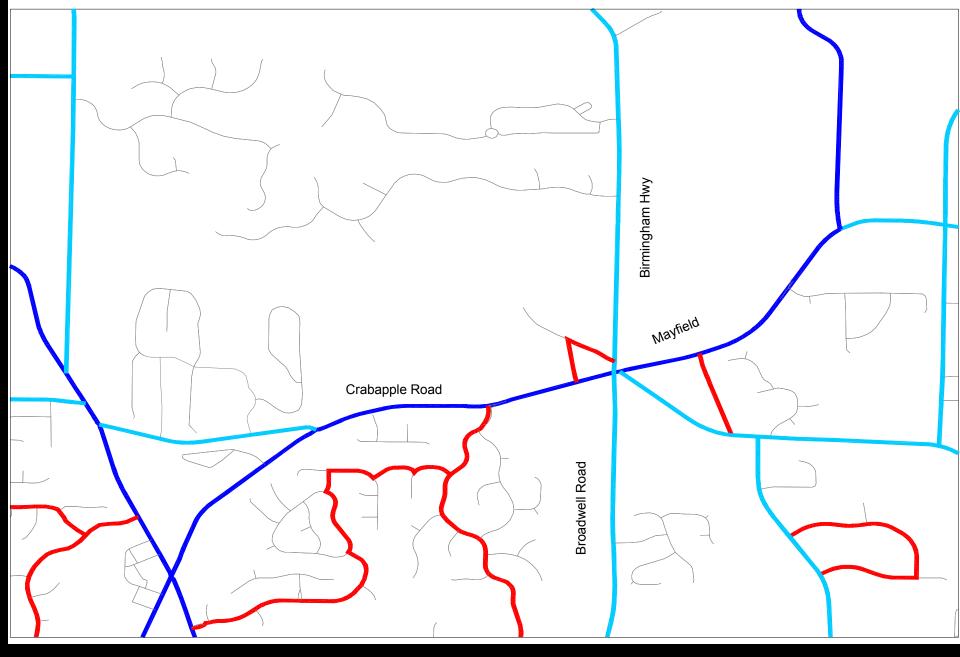


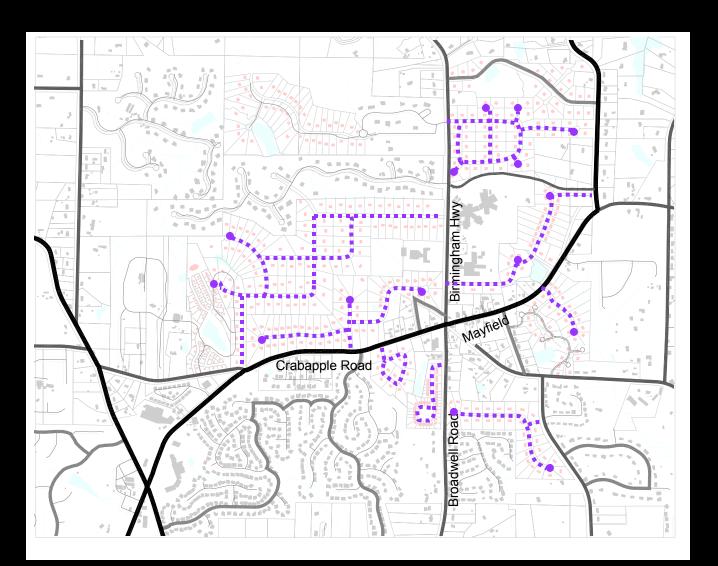


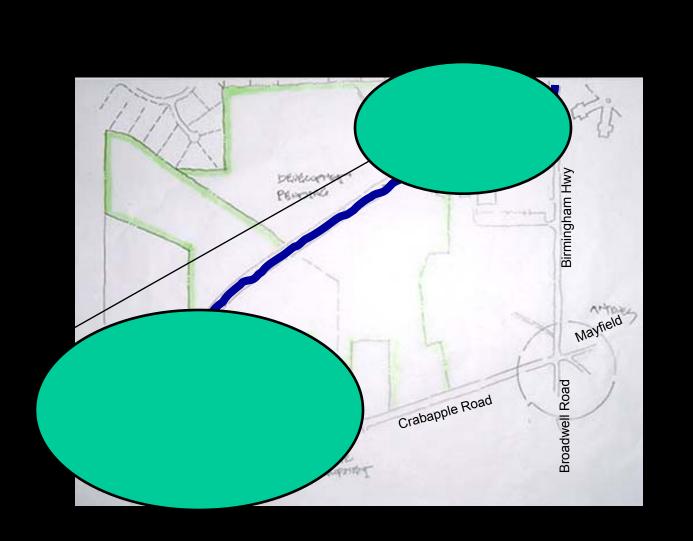




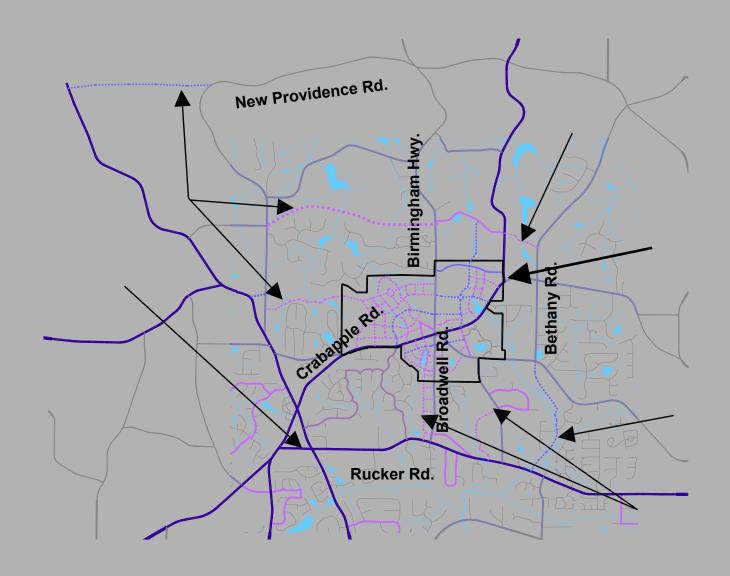




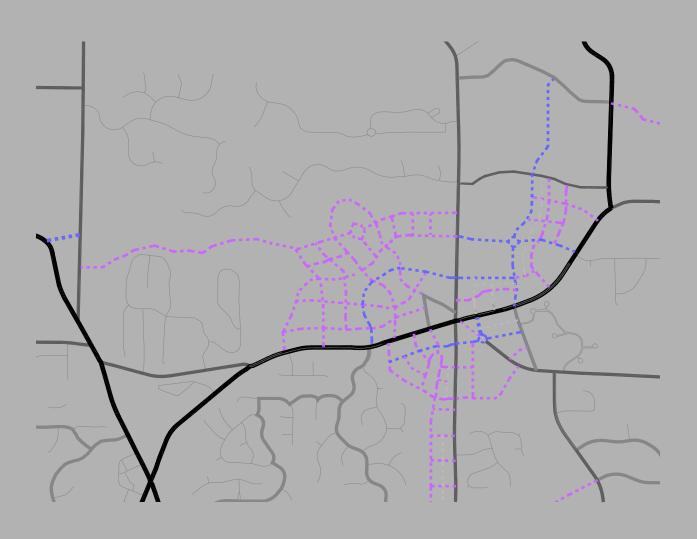




Provide Connections away from Crossroads



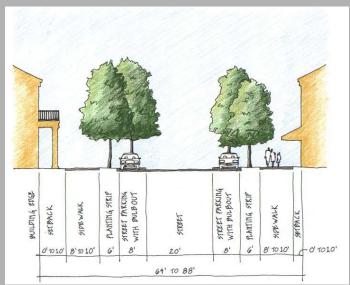
Connected Network Near Crossroads



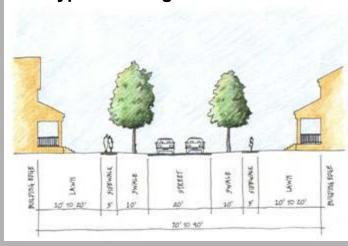




Street Types

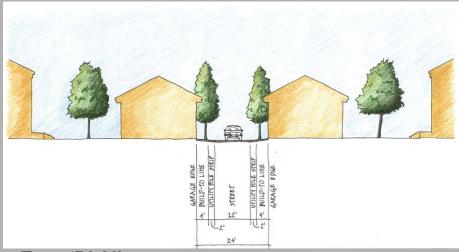


Type 'A' Village Main Street



Type 'C' Neighborhood Internal Street



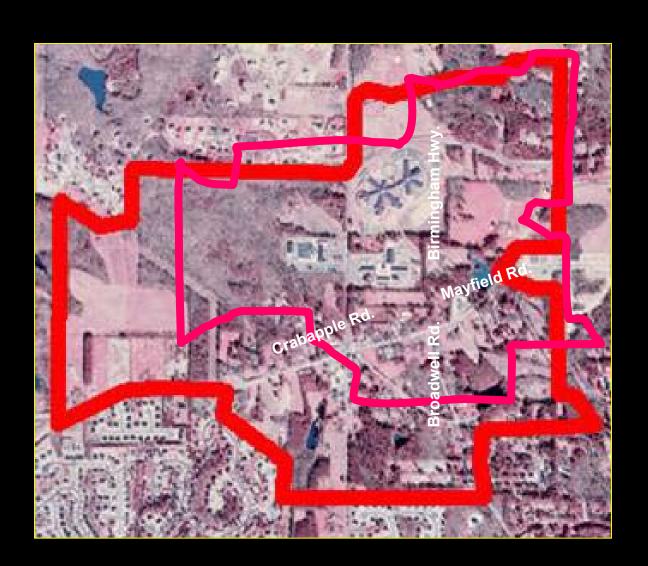


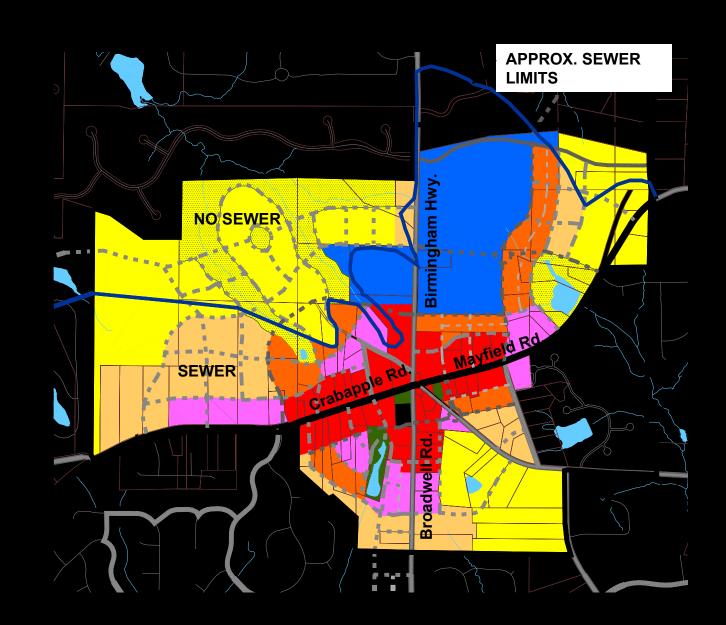
Type 'D' Alleys













GARY BOGDON/THE ORLANDO SENTINEL



Winter Park Mall



Winter Park Village -- Initial Redevelopment



Winter Park Village -- Future Infill Development

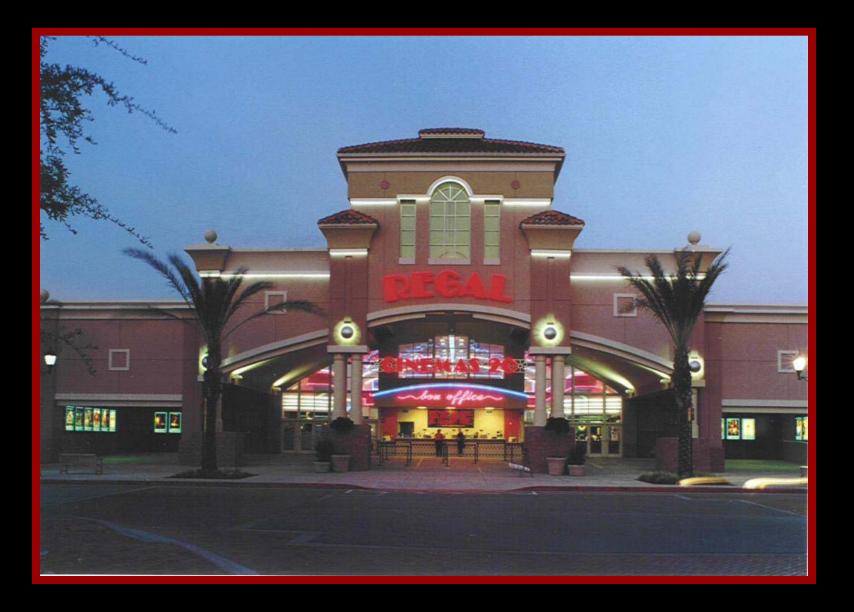


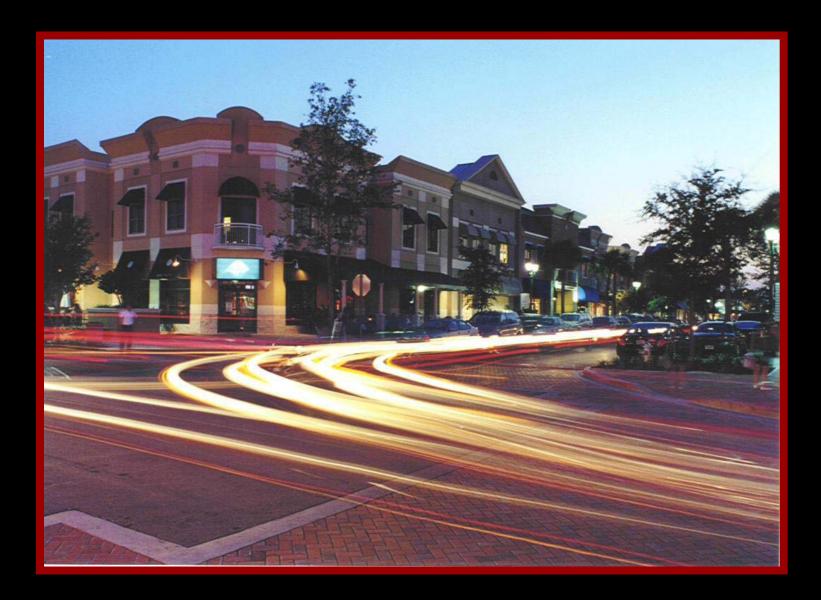














What If?



What If?



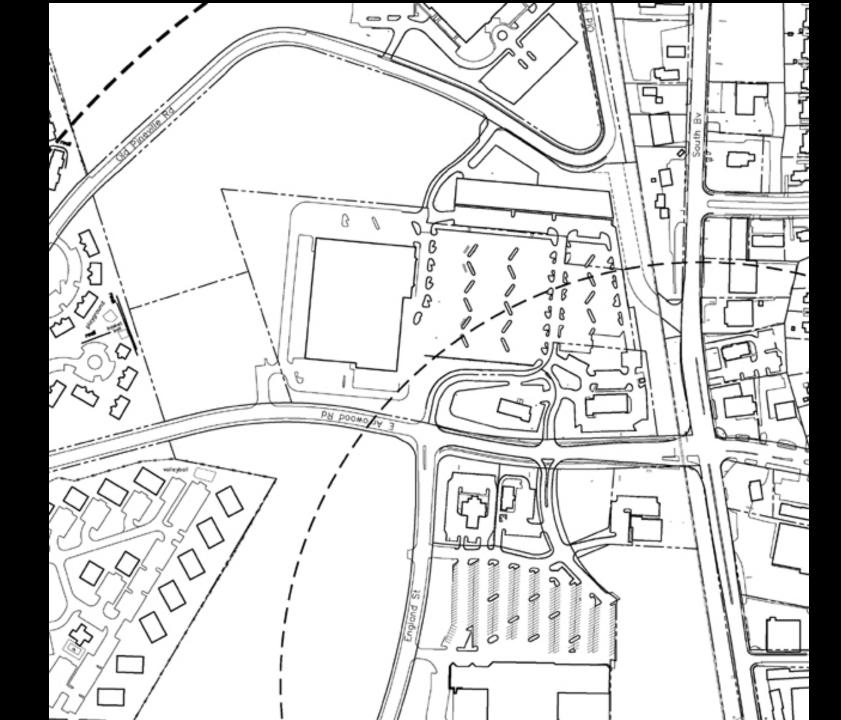
What If?









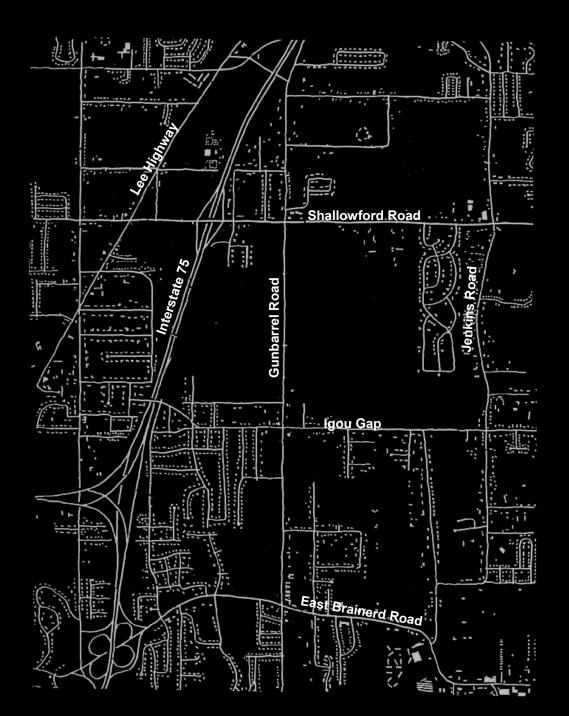








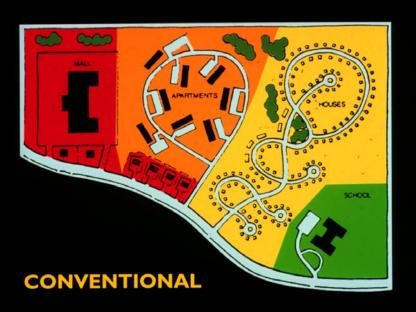




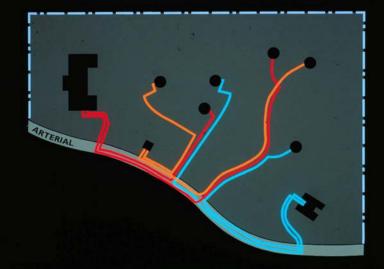




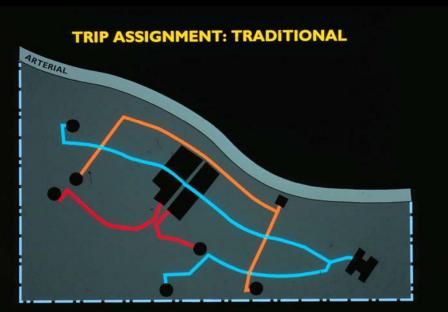








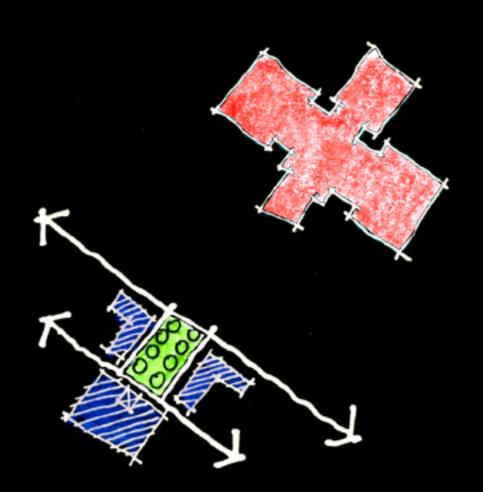




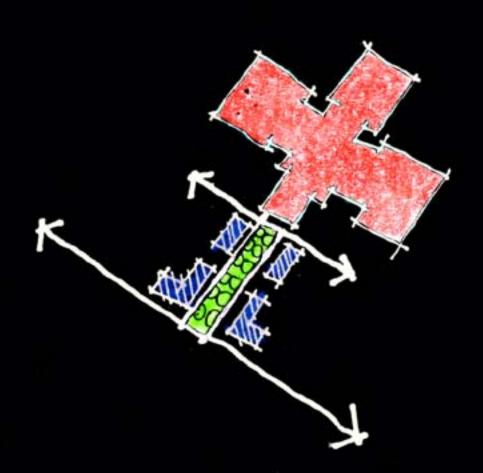
Chattanooga - Eastgate Mall, 1998



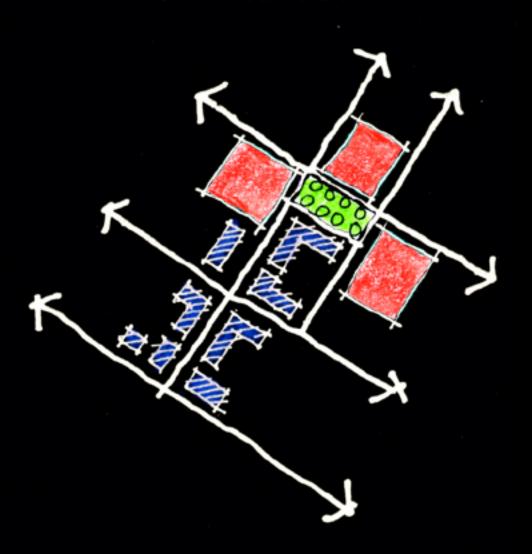
The "Oasis"



The "Connection"



The "Breakdown"



Getting Started



In the Near Term



Longer Term



Building the Town Square



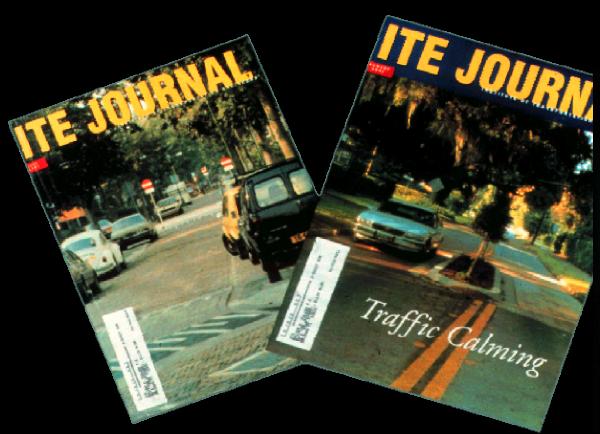
Creating Office Space

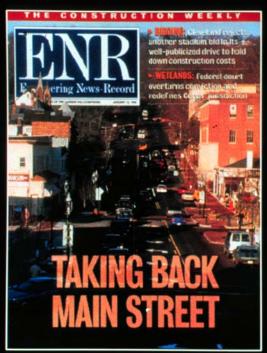


- Community Acceptable Transportation Strategy
- Community Integration
- Mix uses: Offices, Retail, Residential
- Good Urban Design: Streetscape, Building Orientation
- "Sense of Place"









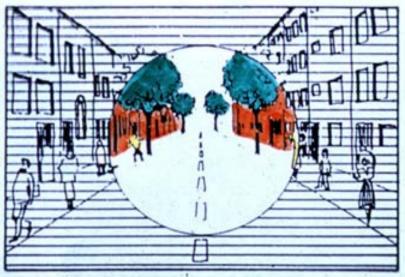
TRAFFIC CALMING



STOPPING SIGHT DISTANCE mph 31 mph mph Distance needed to react and stop



15 mph



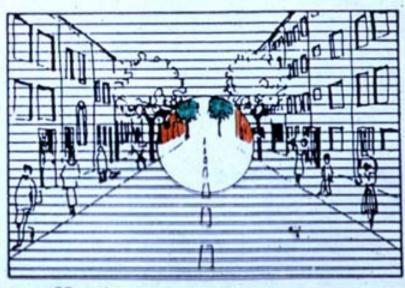
v = 25 mph



20 mph



v = 20 mph



30 mph

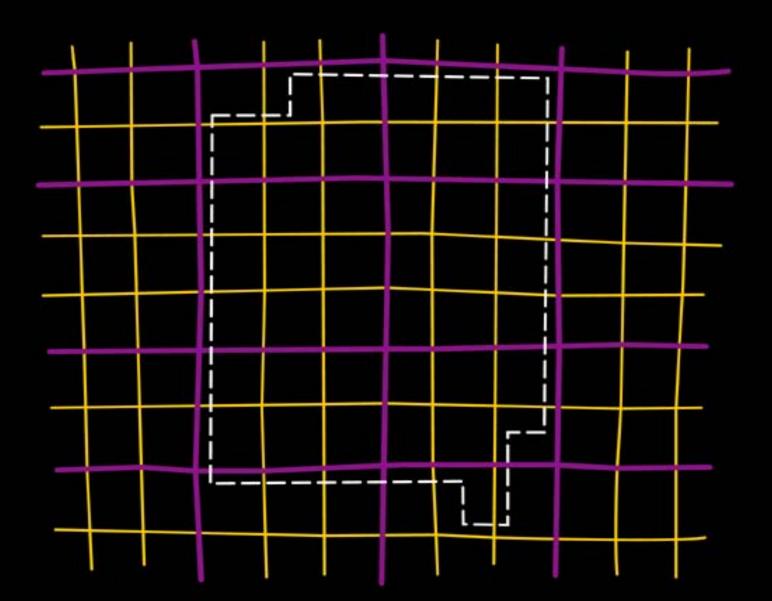
25mph

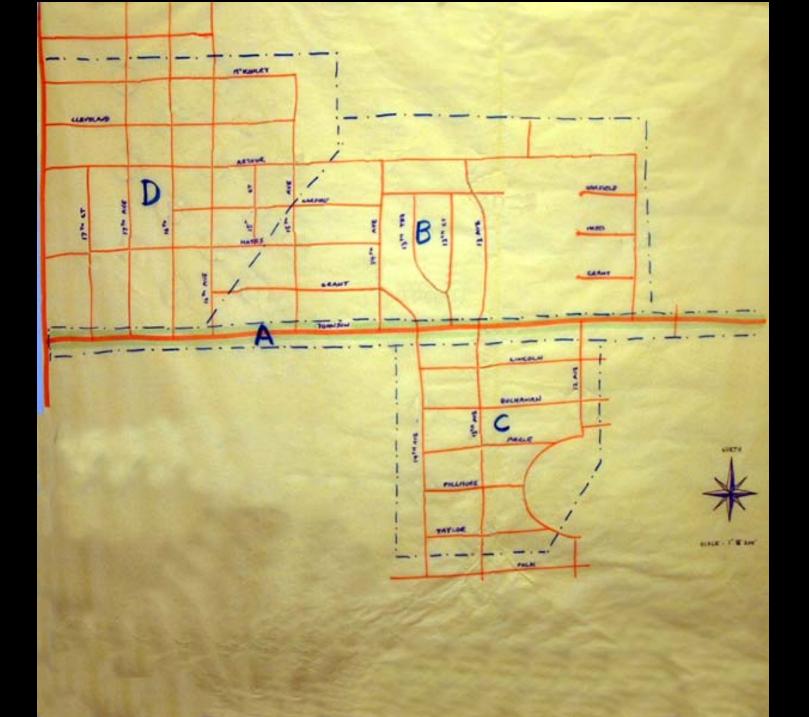
SPEED

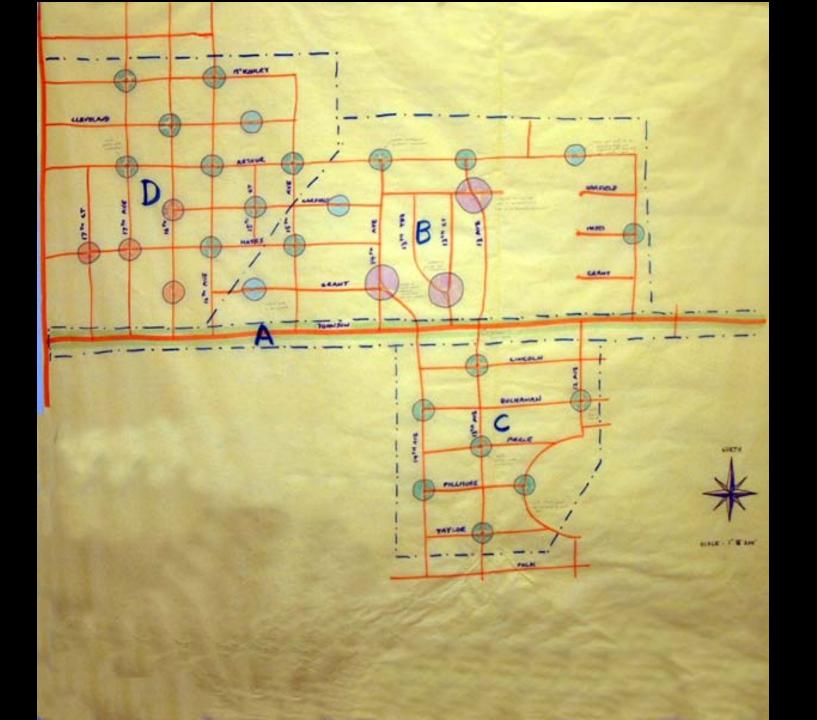
p (killing pedestrian)

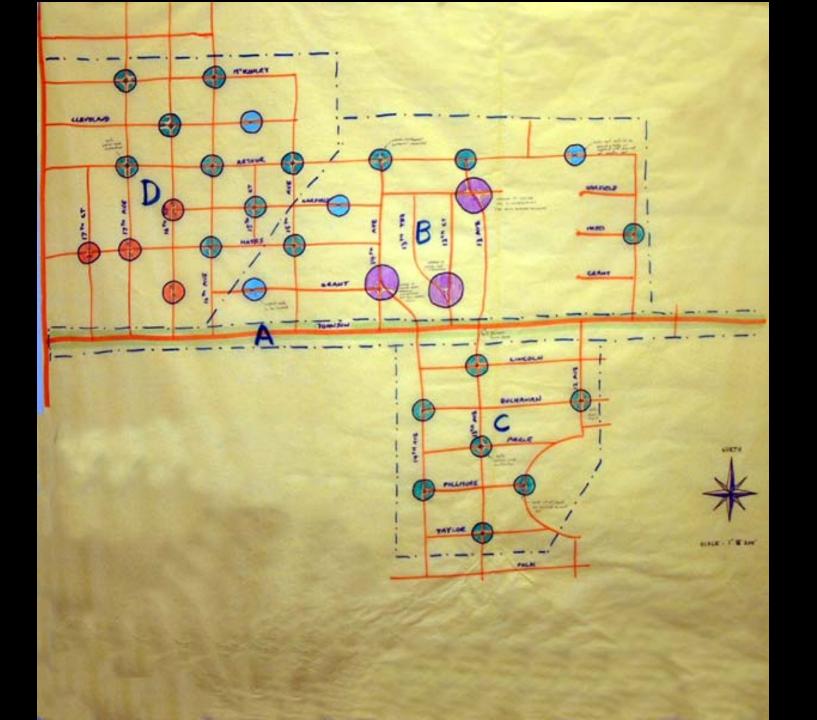
15	mph
31	mph
44	mph

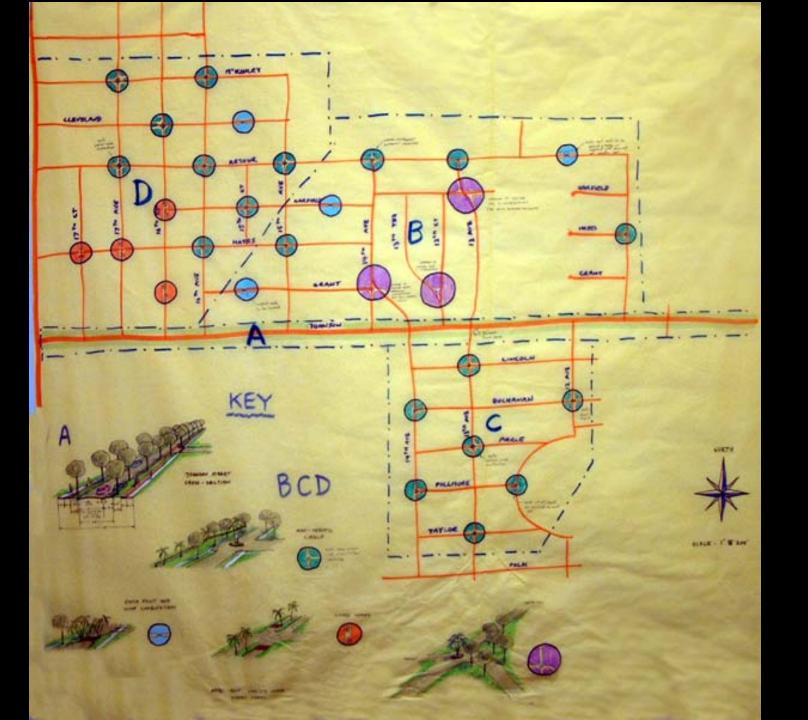
```
3.5 %
37.0 %
83.0 %
```



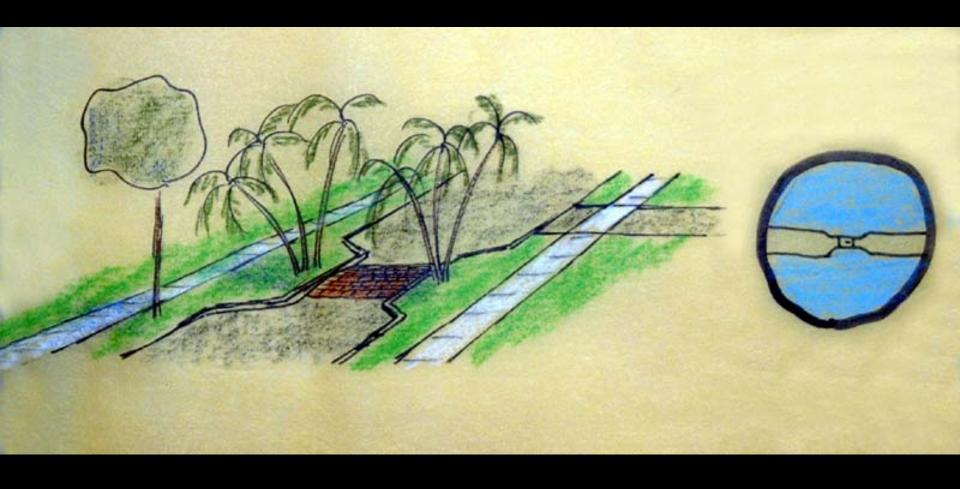




























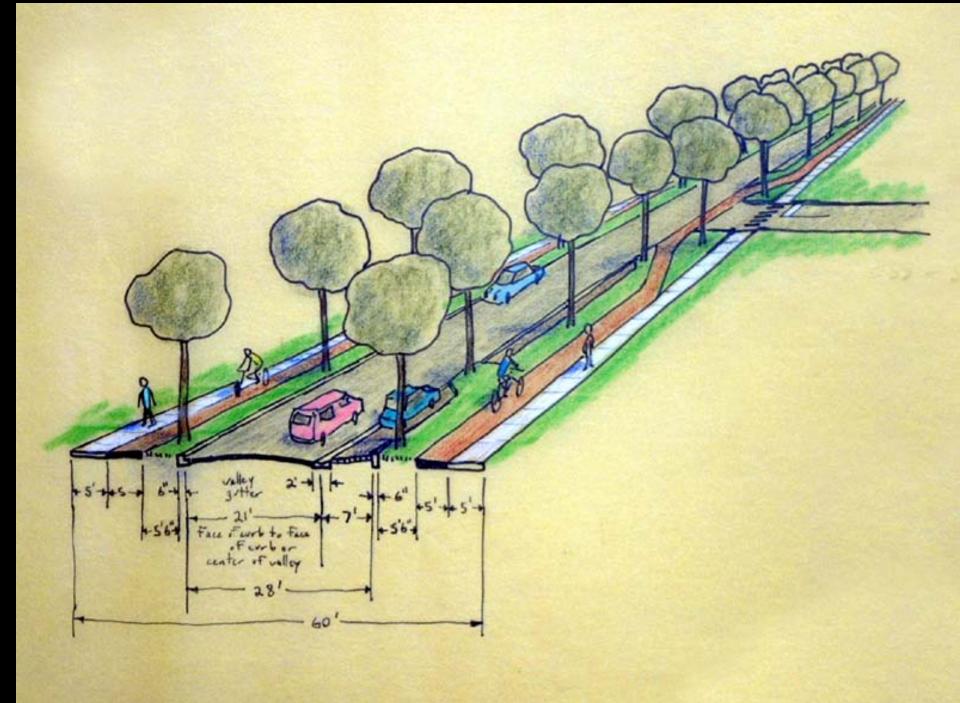


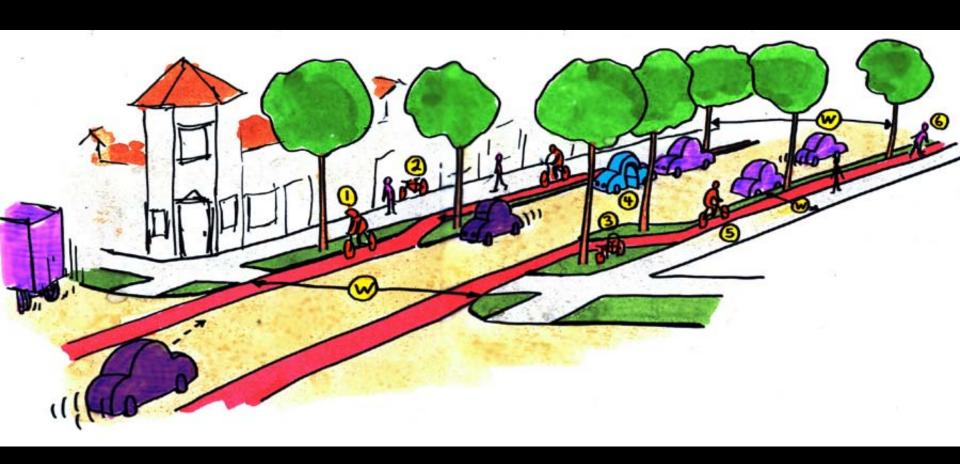














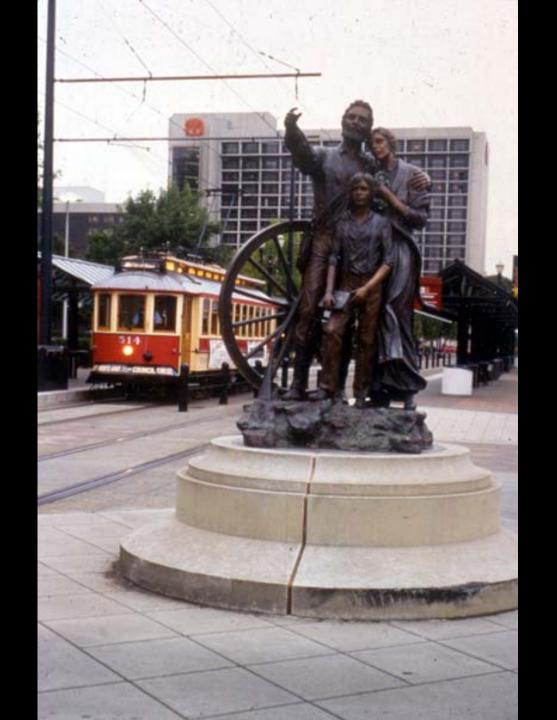




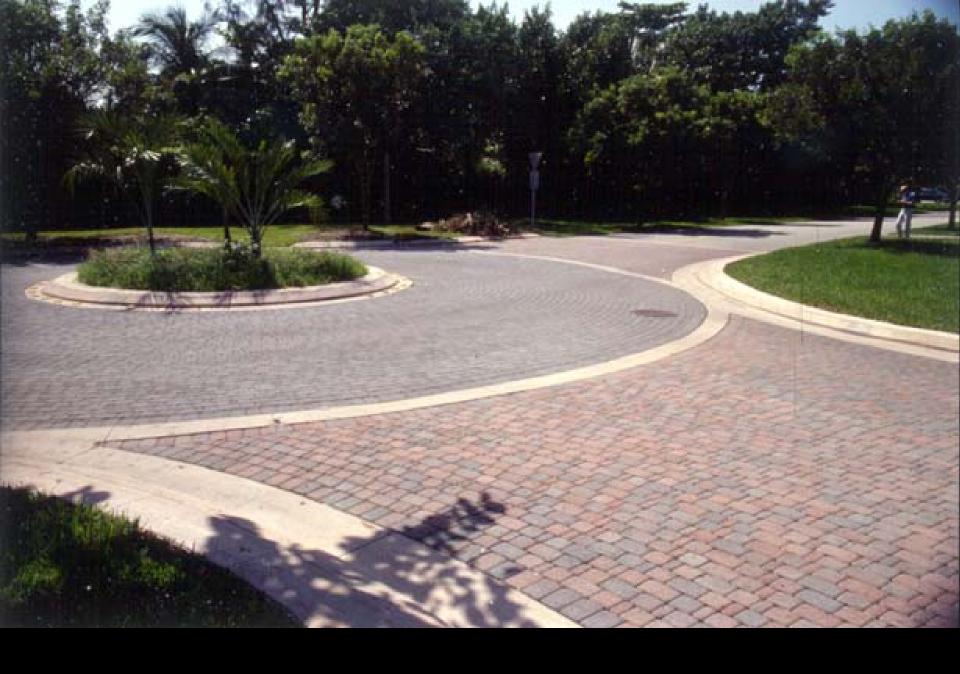


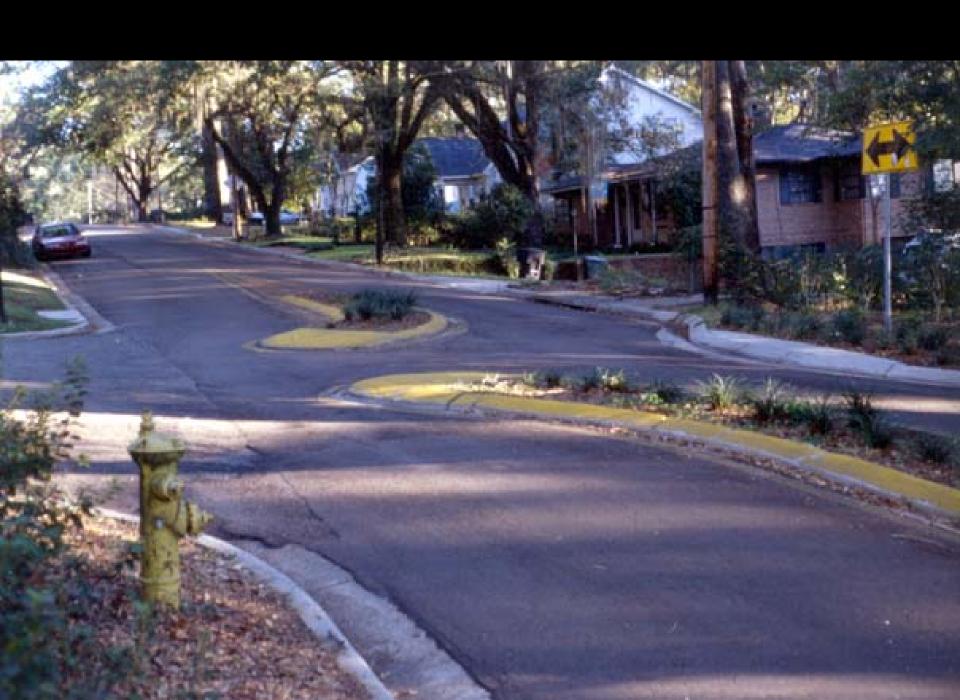




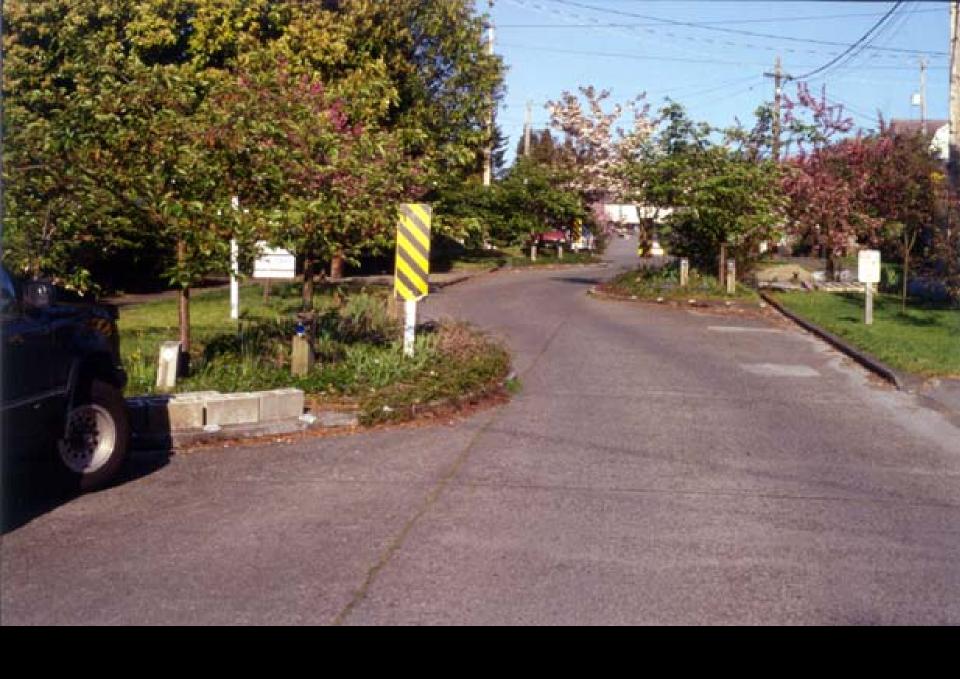








































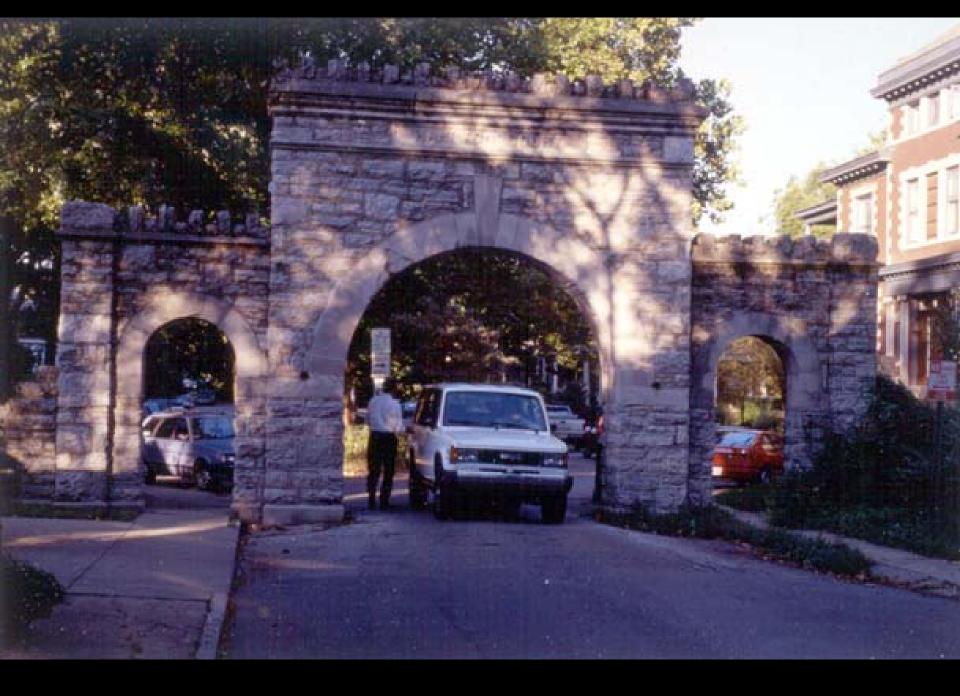










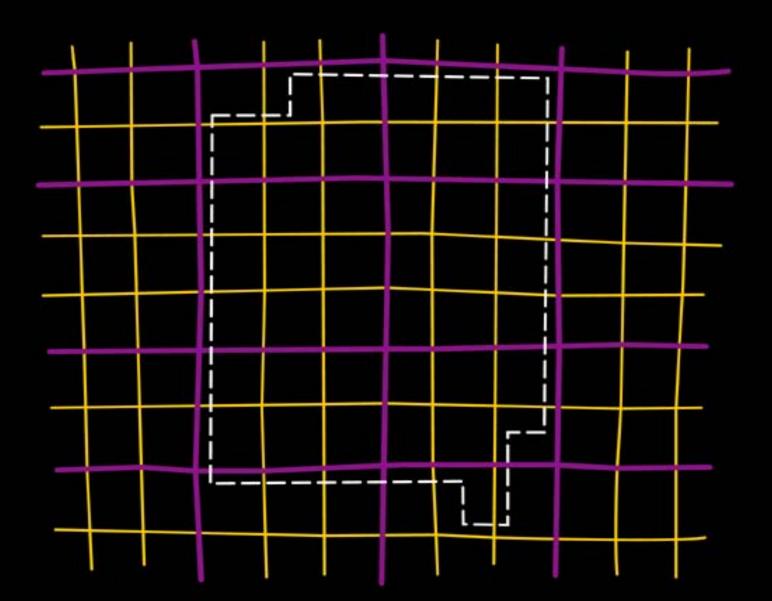
































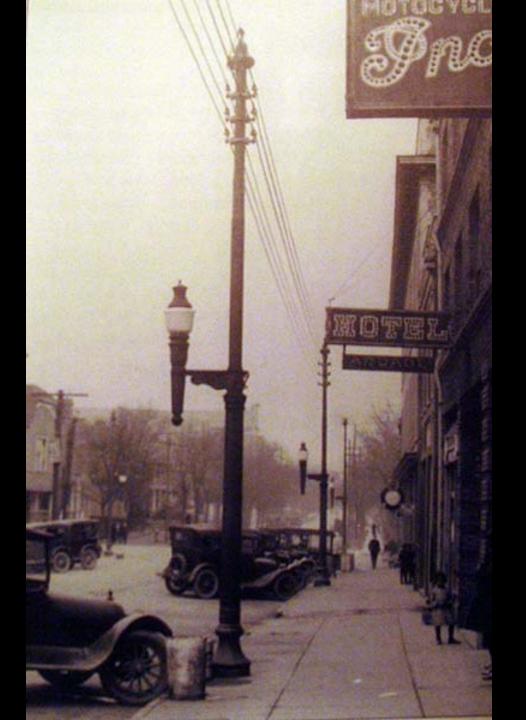




























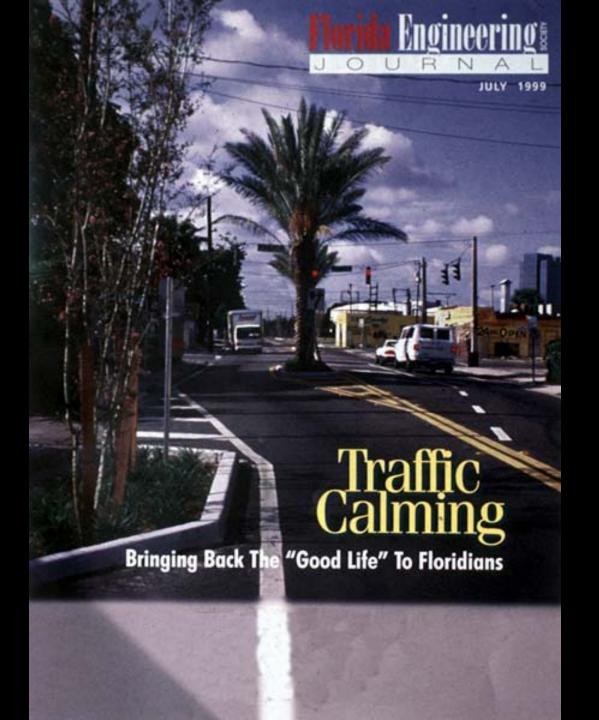






















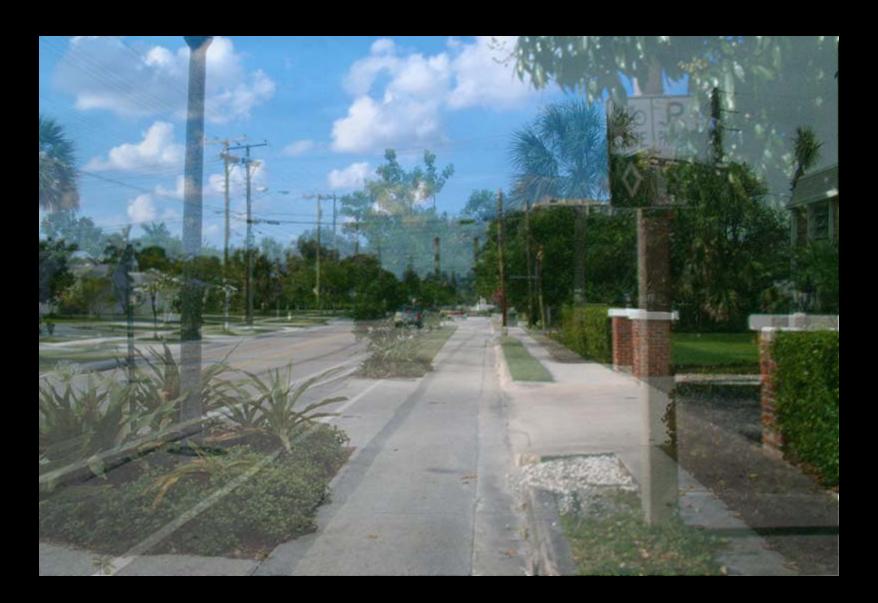






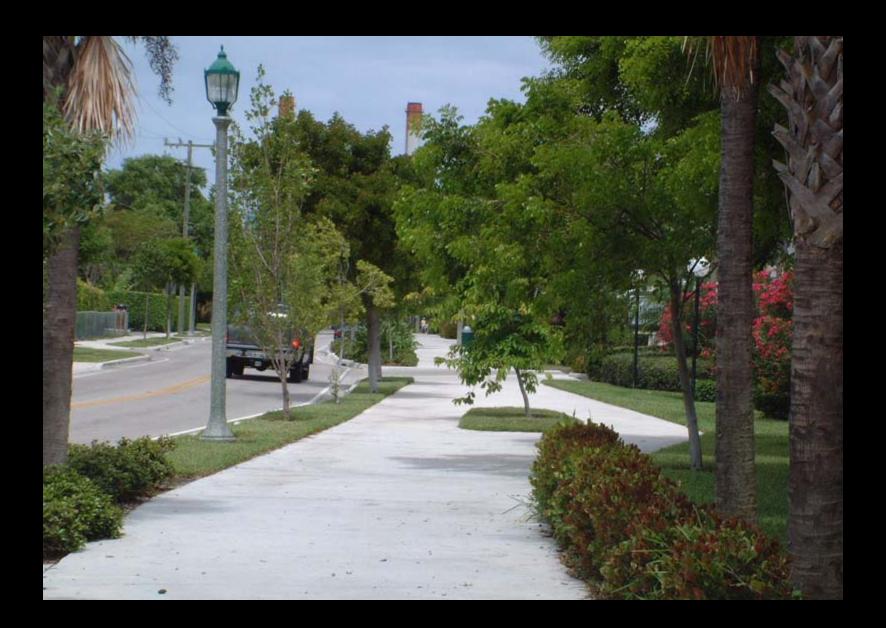












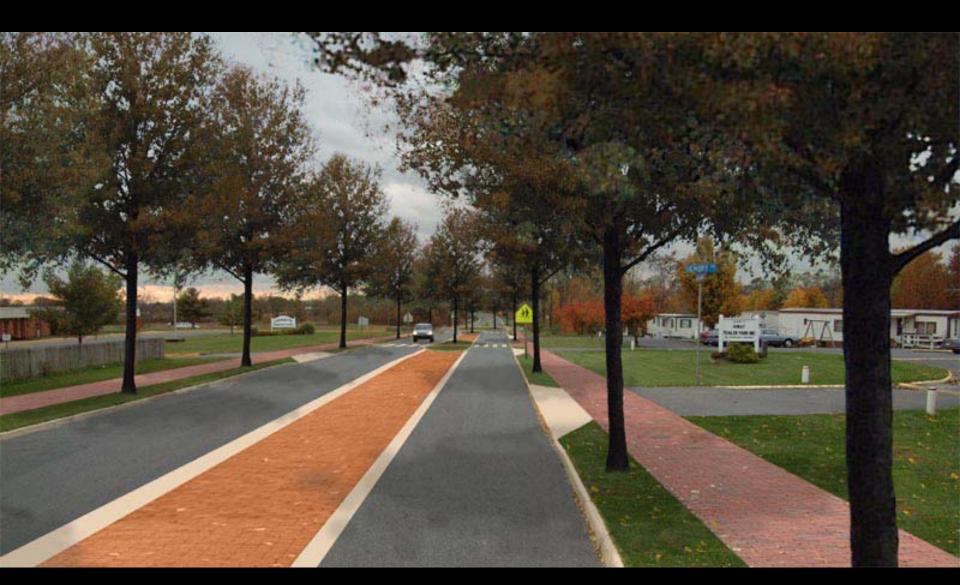




































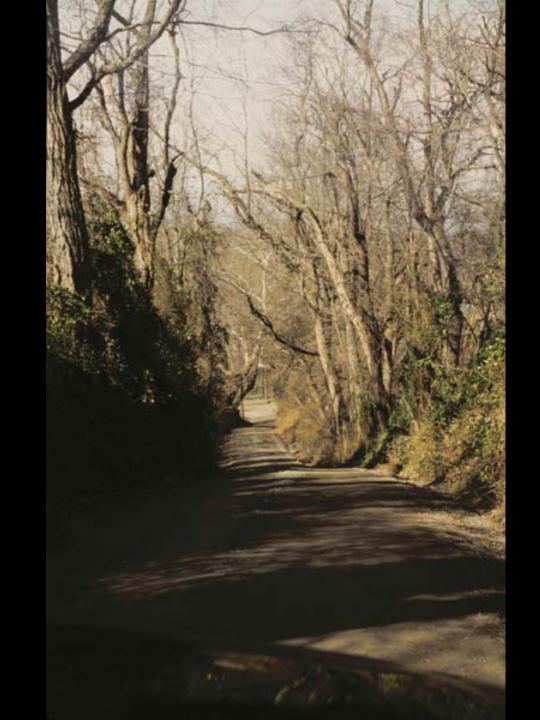


























Route 50 Corridor News

Volume 2 Issue 1 by the Route 50 Corridor Coalition

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April 1997

Traffic Calming Plan Receives Wide Press

'Delvery' Are the Community

Paper and of S Profe Valence W. Engine Water Print P. the No Year

Traying Calming for Virginia's Rueal Route 50 Corridor including Albir, Mildlibury and Lippersite

What's Next? Route 50 Plan Enters. Political Arena. The end to Toothe Calmond is deemed not

gets were also hard week of the communior involved has also with a large manof patients. Interested parties spage. is been feer and rescar departments to on Breach of Experiments in EDICH. by from (agreement and family to the Department of Transportation, she Phyloge Advanceration and the

> topped from their proops and Perference Admirately

12-ball in Treeds, Calculated.

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Middleburg and Upperville

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THE JOHN MOSEY HIGHWAY



PRESERVING THE PAST TO PROTECT THE FUTURE

The Route 50 Corridor Coalition



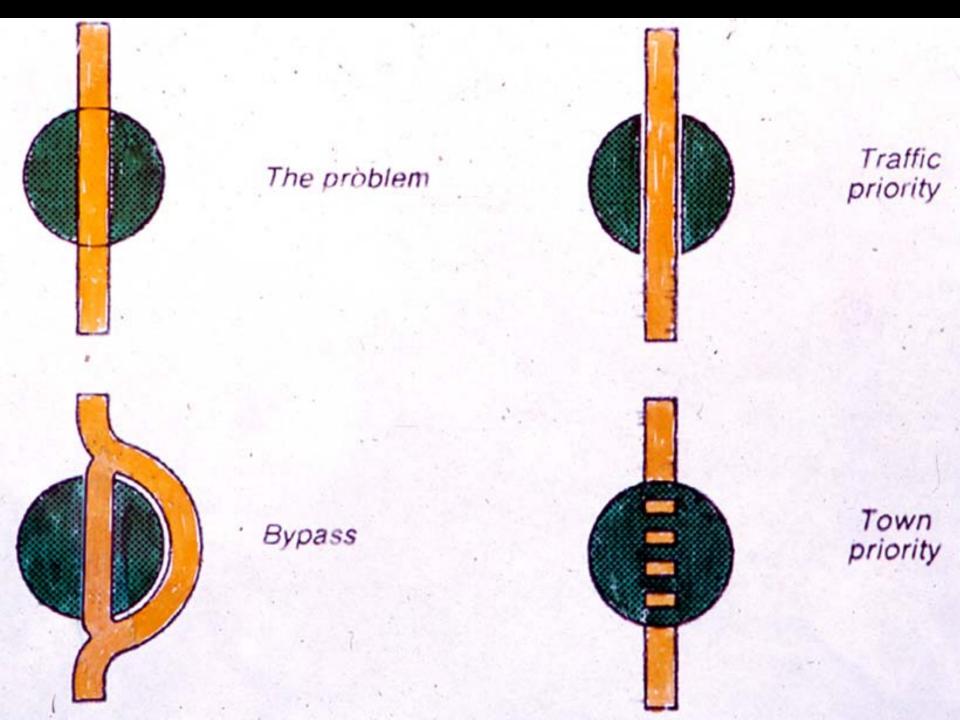


A TRAFFIC CALMING PLAN FOR VIRGINIA'S RURAL ROUTE 50 CORRIDOR

Fauquier and Loudoun Counties Including Aldie, Middleburg and Upperville



ROUTE 50 CORRIDOR COALITION / 1996





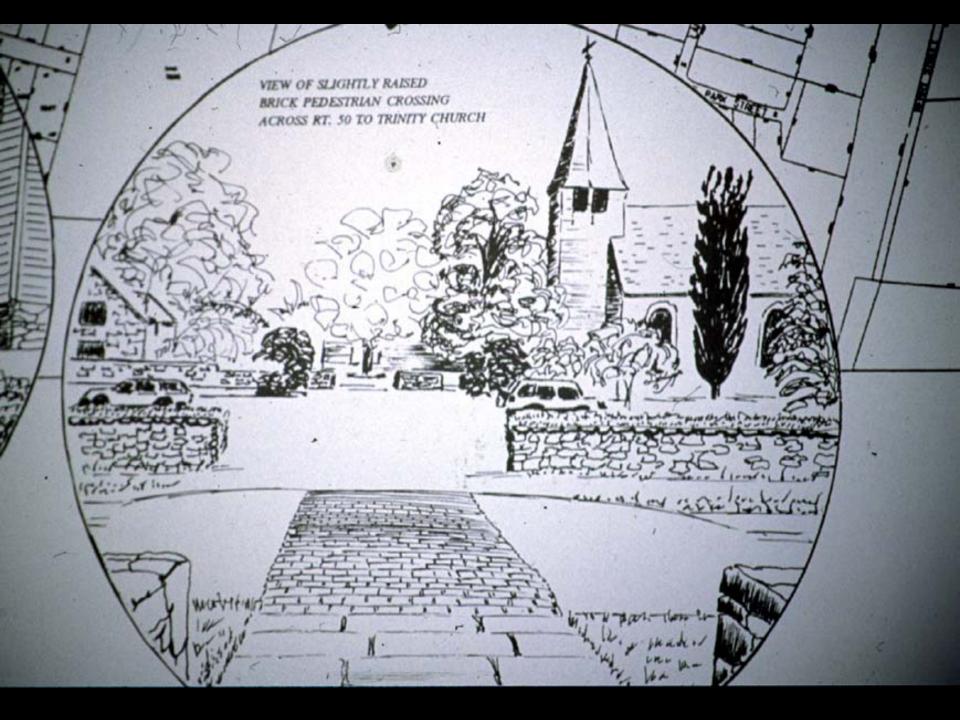
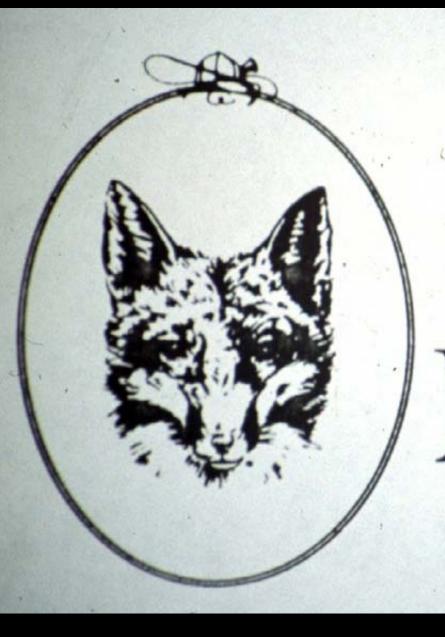


PLATE 4 CENTRAL MIDDLEBURG

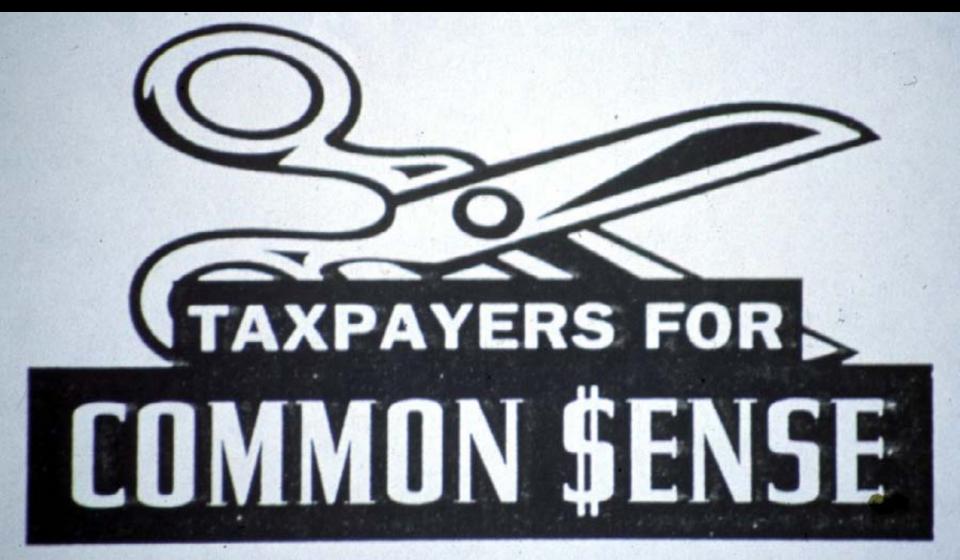


Little River Inn Aldie, Virginia 22001



ROX nn Estab. c-1728 osbys S





E E R I C A



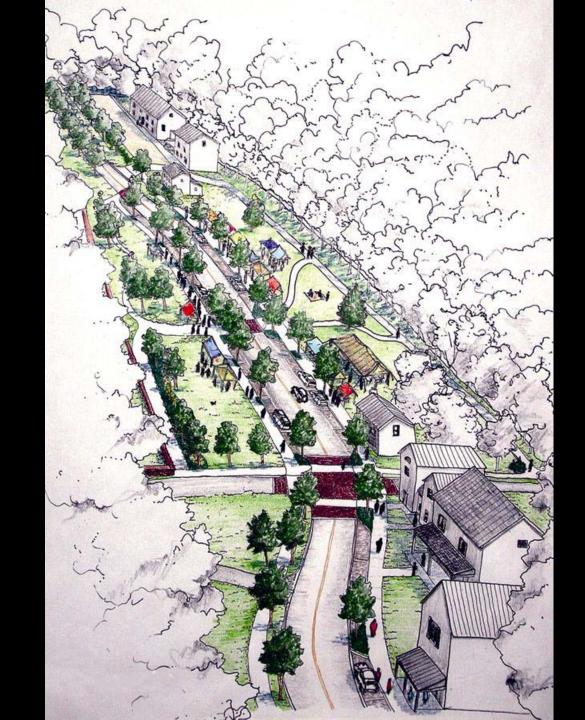
SCENIC AMERICA

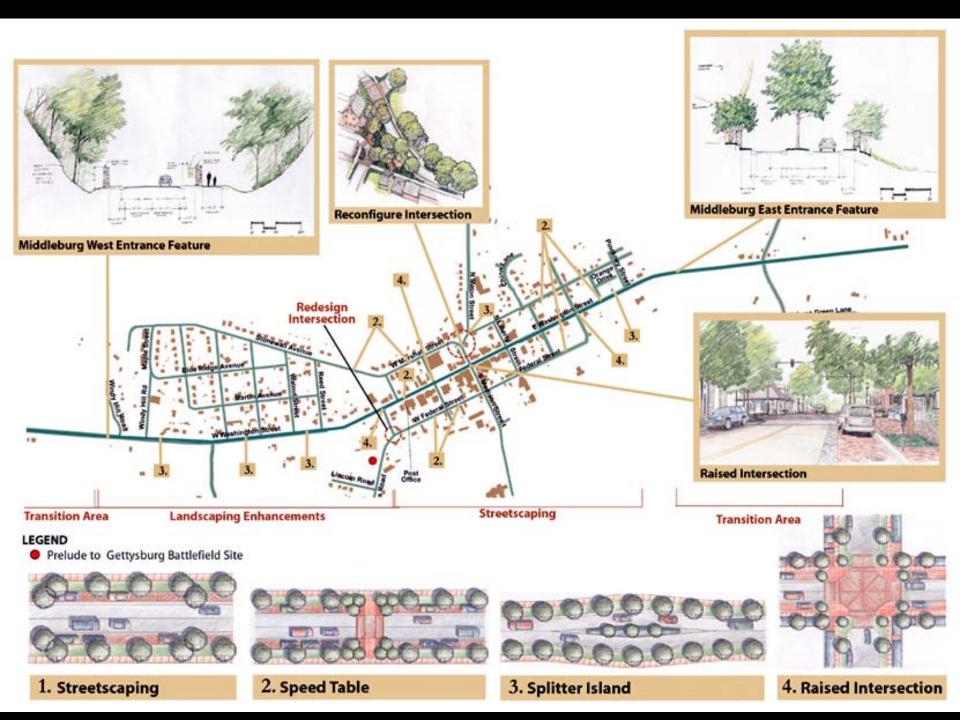


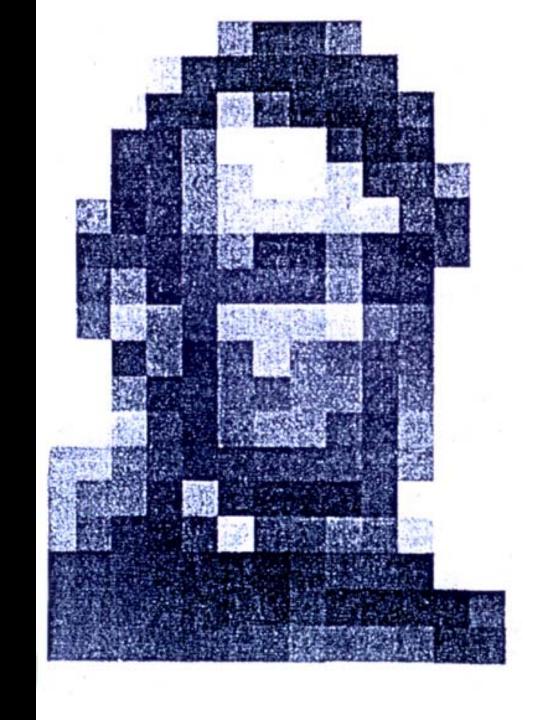




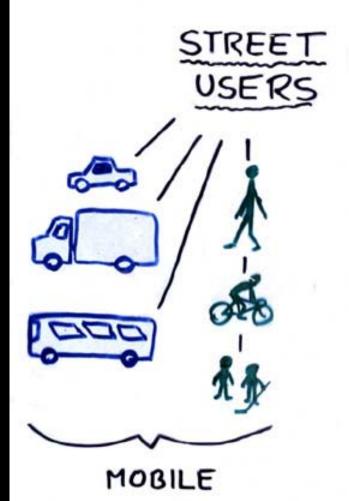


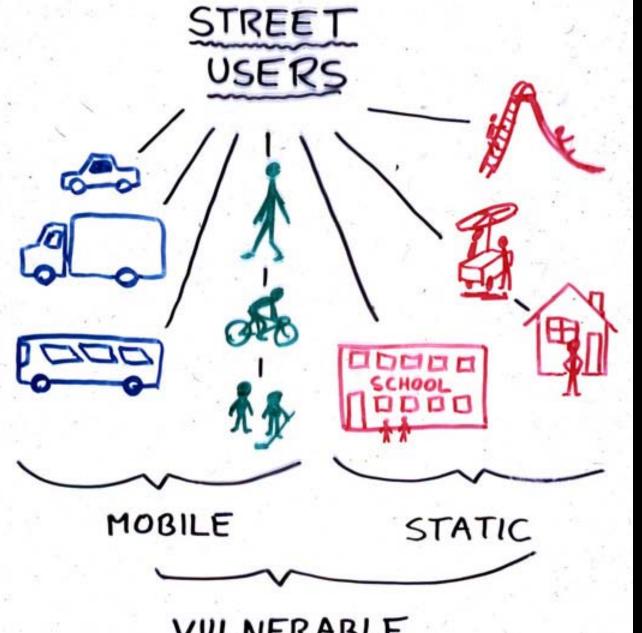












VULNERABLE

